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No. 16,338. 號八十三百三千大萬一第 日十三月七年二統宣 HONGKONG, SATURDAY, SEPTEMBER 3RD, 1910. 大拜禮 號三月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a34-1]

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[a1472]

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[a30]

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[a28]

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[a27]

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Hongkong, 16th October, 1907. [939]

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Hongkong, 29th August, 1910. [989]

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Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a542]

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Fine View of the Harbour.
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Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

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both these centres.
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THE MANAGER
[a215]

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to **THE EDITOR**. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous or signed communications that have already appeared in other papers will be used. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: **PRESS.** Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 81. Telephone No. 12.

BIRTHS.
On August 28th, at Shanghai, to Mr. and Mrs. ERNEST J. ALLEN, a daughter.
On August 28th, at Waihaiwei, the wife of Dr. R. J. MARSHALL, of a daughter.

DEATHS.
On 1st inst., at Wong-Nai-Cheong Road, SAMUEL PARKER, a bachelor.
On August 27th, at Shanghai, FRANK EDWARD GRANT, of the North China Insurance Co., Ltd., aged 34 years.
On August 29th, at Shanghai, GEORGE WILLIAM APPELBY, Chief Engineer of the S.S. *Chun-tung*, aged 50 years.

HONGKONG OFFICE: 10A, DES VUE ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 3RD, 1910.

The equanimity of the Japanese Government is unlikely to be seriously disturbed by the resolution which KAUFMAN tells us has been passed by the "Korean National Association" in San Francisco, protesting against the annexation of Korea and declaring their intention to fight for the independence of their country. Their methods of warfare are well known, and the resolution should put the American police authorities on their guard. We do not know the membership of the "Korean National Association," but the San Francisco group must be a very small clique indeed, and it is certainly one which has very little claim to public sympathy. It was this group which two years ago encompassed the foul murder of Mr. STEVENS, Counsellor to the Korean Government, as he was about to embark at San Francisco to return to Seoul after a holiday in the United States. Assassination has been a feature much too

common in the political history of Korea. The latest report of the Residency General says very truly that the history of Korea is "dotted with these black crimes." It is recalled that during the summer of 1907, several attempts were made to assassinate members of the Cabinet, and we are told that Ministers, ever since, have had to be constantly escorted by armed police. We are also told in the Report that documents found in the possession of a ringleader of a body of insurgents calling themselves the "Righteous Army," disclosed that Prince Iro and General HASEGAWA, Commander-in-Chief of the Army, were on the death list. When, therefore, the "Korean National Association," which has industriously encouraged the insurrectionary movements in Korea, announce their intention to continue fighting for the independence of their country we can only interpret the decision by the character of the past achievements of the organisation. Rapine and murder are the principal weapons of their warfare. The resolution, therefore, should serve to warn the American authorities that the Koreans who have established themselves in San Francisco are men who require to be carefully watched, if crimes like the foul assassination of Mr. STEVENS are not to be repeated on American soil. The Korean National Association is impotent to divert the Japanese Government from its set purpose, and it may be hoped that experience during the past few years has taught the disaffected groups in Korea the futility of resistance, and the disastrous consequences of obeying the dictates of a body of men in San Francisco incapable of realising the utter hopelessness of the struggle.

The lock-out in the German shipbuilding yards seems to be assuming much larger proportions than was thought likely a month ago. REUTER reports that twenty-one yards and twenty-two thousand men are now affected. The movement has its origin in a demand from the riveters and other employees in the Hamburg yards for a reduction in the hours of labour from 56 to 53 hours per week and an increase of ten per cent. in wages. After consideration the Shipowners and German Shipbuilding Yards Association decided to refuse both demands. The men's answer to this refusal was a strike, by about 8,000 of them. Thereupon the shipbuilding yards group of the Association of German Ironmasters met in Hamburg and resolved to cut down work in all the private shipbuilding yards presumably to intimate to the men's organisations that they were not to be frightened by threats of an extension of the strike. Some of the newspapers pleaded for intervention or arbitration, but there was no evidence that such remedies would be sought seriously before the fight had begun. Effect was given fully three weeks ago in some of the yards to the resolution to cut down work. The Vulcan yards at Stettin reduced their list of employees by three thousand, and similar measures were taken at Flensburg and at Kiel. The imperial yards were expected to support the employers to the extent of accepting no new workmen while the dispute lasts. Our telegram to-day contains no suggestion that an early settlement is anticipated; on the contrary, it states that the men are finding employment farther afield. If there is plenty of work offering for the men elsewhere, it is not easy to see how the dispute will end. The masters are presumably losing money by "cutting down" work, a policy which cannot be continued indefinitely especially at a season when there appears to be work enough going to keep the yards well employed. So serious a dislocation of the shipbuilding industry, if continued for any length of time becomes a matter of national concern, especially when a large programme of naval construction is in hand; and for that reason Government intervention cannot be considered improbable if private effort to bring the dispute to an end fails; because so long as it continues there exists a danger of a "sympathetic strike" in the imperial yards.

The American Consulate-General received the following typhoon warning from Manila at 6.30 p.m. last night:—Cyclone or typhoon south of Measima. Direction unknown.

The s.s. *Lightning*, which arrived from Singapore yesterday, brought twenty-two deportees. They were transferred to the quarters at Tsimshatsui, and will be forwarded to China in due course.

The big fight between Bill Lewis and Battling Simms takes place at the City Hall to-night, and promises to be an exceptionally interesting and keenly contested one. When the men met before Lewis won on points, but this time Simms hopes to square the account. In addition to this there are several interesting preliminaries.

The French Mail of the 2nd August was delivered in London on the 1st inst.

Corporal W. H. Felling, of No. 1 Company H.K.V.C., has been granted leave of absence for 12 months with effect from the 3rd September.

Captain A. E. Gentles, commander of the steamer *Lightning*, has gone home on leave, and the vessel is now commanded by Captain Smith.

The police are investigating a case in which a Frenchman is alleged to have demanded \$10,000 with menaces from a boarder at the Astor House Hotel.

Much damage was done to the city of Hainmintun, Manchuria, by floods last month. About 600 houses collapsed, and it is reported that upwards of 400 lives were lost.

Messrs. G. Lenton, S. G. P. Yondell and C. Mackay have joined the Hongkong Volunteer Corps, and Troopers A. T. Walker, P. C. Potts and B. Howard have been permitted to resign.

Owing to the collapse of a bridge on August 21, traffic on the Antung-Mukden Railway was interrupted. Heavy rains were also responsible for the flooding of the Japanese Consulate in Hainmintun on August 22nd.

Mr. J. C. Mehan, superintendent of the department of sanitation and transportation in Manila, sustained painful injuries in a carriage accident last week which obliged him to take to his bed.

Mr. Dickenson, the U. S. Secretary of State for War, who had been on a tour in the Philippines, leaves Manila to-day on the transport *Crook*, which is due in Hongkong on Monday. The transport will go into dock at Kowloon.

Mr. George P. Lammert is selling this morning at his sales rooms in Duddell Street an exceptionally choice collection of wines and spirits, &c., from well-known firms whose names are given in the advertisement which appears in another column.

The Portuguese cruiser *Vasco da Gama*, which had been in these waters for close on two years, left for home yesterday. She proceeds via Manila, and Cape Colony, calling en route at the Portuguese possessions in Oceania and Africa.

His Majesty's Charge d'Affaires in Peking and Mrs. Max Müller arrived at Port Arthur on August 21st on board H. M. S. *Albatross* from Weihaiwei. Admiral Tomioka gave a dinner in their honour that evening. They were to leave Port Arthur on the 23rd for Mukden.

A small boy who entered the house of a Japanese resident in Gresson Street, Wanchai, and stole a coat, told the police that he entered to look for his mother. The police made inquiries and found that the boy was an orphan. He was charged before Mr. E. K. Hallifax at the Magistracy yesterday and sentenced to 48 hours' detention and twelve strokes of the birch.

According to telegrams which have reached Shanghai the present Emperor of Korea will be known as Prince Yi, ranking immediately after the Crown Prince of Japan, with an annual pension of 1,500,000 yen. Korea will be known henceforth as Chosen, which has always been the Japanese name of the country. The present Resident-General will be replaced by a Governor-General.

A disastrous fire broke out on the 27th ult. in Cebu. Two blocks in Magallanes, the principal street, were destroyed, causing a property loss estimated at P.350,000, on which P.235,000 insurance is understood to have been carried. Among the buildings burned was that occupied by Becker's branch store. Many Chinese merchants lost their entire stock of goods and saw their whole property swept away. The fire started in a Chinese shop.

His Excellency the Officer Administering the Government has been pleased to promote Lieutenant M. S. Northcote and W. M. Scott to the rank of Captain in the Hongkong Volunteer Corps, vice Captain T. Skinner, resigned, and Captain W. Nicholson, resigned, with effect from the 24th March, 1910, and the 18th August, 1910, respectively. Captain M. S. Northcote is posted to No. 1 Company, and Captain W. M. Scott to No. 4 Company.

SHROFF DONE TO DEATH

BODY FOUND IN THE BARBOUR.

On Thursday morning the police at Tsimshatsui discovered the body of a Chinese floating under the Star Ferry wharf. The head had been nearly cut off and there were several wounds on his body, indicating that the man had been stabbed. He was removed to the mortuary and subsequently identified as the shroff of the Hongkong General Chamber of Commerce by his brother, who is an employee of the Hongkong Hotel Company. The police do not consider that robbery was the motive of the crime, as when the body was found there were rings on the man's fingers and a 85 bill in a pocket of the clothing worn.

A story is current that the deceased was seen bargaining with another Chinese in Lyndhurst Terrace with regard to the sale of a diamond ring, but no bargain was struck, as the intending purchaser thought the shroff wanted too much for it. They parted, and the shroff is supposed to have been subsequently decoyed into a house in Chinese Street, near the Central Market, and there done to death by the would-be purchaser of the ring. The body, it is said, was put in a bag, carried down to Bank wharf, and there committed to the water late at night or in the early hours of morning. When found, however, the bag was missing. The police have detained a man on suspicion of having committed the crime.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1884.]

FROM THE "CHUNG NGOI SAN PO."

THE VICEROY OF CANTON.

PEKING, September 2nd.
It is reported that the Governor of Shantung, His Excellency Sun Po Ki, will be appointed Viceroy of Canton in succession to His Excellency Yuan Shu Fan.

The Governor of Kiangsu is to succeed Sun Po Ki.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE GENERAL AT A GERMAN PARADE.

LONDON, September 1st.
General Kawamura, of the Japanese Army, attended the annual autumn parade of troops before His Majesty the Kaiser at Berlin.

PORTUGAL AND THE VATICAN.

LONDON, September 1st.
At Lisbon the Ministers are preparing to promulgate measures against religious congregations similar to those adopted in Spain.

GERMAN SHIPBUILDING LOCKOUT.

LONDON, September 1st.
Twenty-one yards employing altogether about 22,000 men are affected by a German shipbuilding lock-out.

Numbers of the men have obtained work further afield.

REPORTED ABANDONMENT OF TIBET EXPEDITION.

LONDON, September 2nd.
A message from Darjeeling states that the stores collected at Siliguri for the Tibet expedition have been dispersed elsewhere.

The advance is understood to have been abandoned.

The Chumbi traders are deeply chagrined.

The Dalai Lama's entourage are much depressed, as their secret hope of the Chinese and British being at variance is lost.

WARWICK MAJOR'S COMEDY CO.

The Comedy Company which Mr. Warwick Major is bringing to Hongkong next week is coming with most excellent credentials from Bombay, Calcutta, Burma and Singapore. The reception accorded to Miss Georgie Corless in each town must have been particularly gratifying to her, whilst the other artistes who are supporting her gave a most excellent account of themselves during the two weeks they played in Singapore last May. They have not visited Hongkong previously, but they are certainly arriving with a good reputation. Mr. Warwick Major is wise not to lead out with heavy plays, though five new productions are to be staged which should prove interesting, notably, the German students' play "Old Heidelberg," and a comedy from the pen of George Bernard Shaw, none of whose dramatic efforts have yet been seen by the Hongkong public. After a somewhat lengthy period of stagnation so far as matters theatrical are concerned, no doubt many will avail themselves of an opportunity to spend a few merry evenings at the Theatre Royal next week with Miss Corless as their principal entertainer. The Company's farewell performance at Singapore was given on Thursday night, and a wire received by the management yesterday stated that they had a record house, His Excellency the Governor being present.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 20th August, 1910, amounted to 16,618.81 tons and the sales during the period to 13,975.30 tons.

The Chung Yee Tong (Chinese Sailors' Society), London, have sent a contribution of £20 to the funds of the Seamen's Hospital Society, Drednought, in recognition of treatment afforded to sick and injured Chinese seamen in Great Britain.

The Japanese Railway Board announces that it has instituted a law-suit against Baron Bobloff, an Austrian, who is now staying in Japan as an artist, concerning alleged outrages committed by him in a train from Nagoya to Tokyo on July 23rd. The train conductor and "boy," who are alleged to have been assaulted by the Baron, have also filed an action against him.

WITH DOG AND GUN IN THE NEW TERRITORY.

CURLEW, GREENSHANK, ETC.

The great alluvial swamp of Deep Bay has been referred to as the home of myriad ducks, but they cannot lay claim to any monopoly of region. Many other birds—mostly semi-aquatic—find a home within its creeks, or on its tidal flats, and although many of these birds are found elsewhere, they are nowhere so numerous within the confines of the New Territories as to deserve particular notice. Among the many and miscellaneous birds who inhabit this swampy region the principal are the curlew, greenshank, "winter" snipe and snipelets, while there are also cormorant, pelican and egret, besides several species of large wading birds, including the blue heron.

The first named, the curlew, vary their feeding ground with the state of the tides: at highwater frequenting the backwaters of the swamp itself, and moving out with the tide to the mud-flats of Deep Bay. It has been asserted that these curlews are really whimbrel—nearly related to the curlew—but the writer having shot quite a number of them is confident they are the true curlew, the only difference being in their flesh, which is decidedly rank and fishy. Greenshank—which are allied to the snipe family—are very numerous, and are found throughout the whole swamp, also in the semi-cultivated portions in front of Pok Wai, Mai Po, San Tin, and Lok Ma Chan, and on the Chinese side of the Sham Chun River, opposite the last-named place. They generally congregate in flocks of about a dozen, and in the distance might be mistaken for grey plovers. They are very wary of anyone on foot, but are less suspicious when a boat is used. Being more cosmopolitan in their choice of food, their flesh is better flavoured than that of the curlew, resembling in taste and appearance that of the true snipe, although they are much larger than the latter. "Winter" snipe are also most numerous in the semi-cultivated portions already described, especially on the Tai Shan Wai farm, San Tin, around by San Tin itself, in front of Tao Tau village, and on the Chinese side of the Sham Chun River, opposite Lok Ma Chan. They are distinguished from the "summer" snipe by having more grey in their plumage, particularly on the wings and neck. "Snipelets" are found everywhere along the creeks—and in the Sham Chun River, especially at low tide. As they are usually met with in large flocks, anything from one to three dozen may be got with both barrels, but from their diminutive size are scarcely worth shooting singly. Served on toast they make a welcome addition to the menu, and although many sportsmen despise them, they certainly deserve better recognition.

The other birds mentioned—the cormorant, pelican, etc.—are interesting only from a taxidermist's point of view, or to students of natural history. The reason I make mention of them here is because most sportsmen would be certain to bag any of these birds should a favourable opportunity occur, if merely out of curiosity. The cormorant, or sea-crow, is found almost everywhere on the New Territory seaboard, but they favour rocky places, where the rocks are bare or just awash at low tide, and where muddy flats are in proximity. In Deep Bay they are most numerous on the rocky spit off Mong Tsang village, and on the Pak Hok Chan Rocks at the right hand entrance to the Sham Chun River. The Chinese—whose olfactory nerves are less susceptible than those of Europeans—consider their flesh a great delicacy, but the average European's sense of taste or smell revolts at sight of the flesh, which is rank and oily. These birds have extremely voracious appetites, and daily devour enormous quantities of fish with an endless insatiability. Regarding pelican, the writer has often been laughed at for even suggesting that these birds are ever found in these latitudes, but those few sportsmen who know Deep Bay well also know that every winter season finds a colony of pelican there. At the right hand entrance to the Sham Chun River there stands an isolated and crumbling mass of rock, sparsely covered with bushes, the remains probably of some giant mountain, which the eternal erosion of wind and rain has worn to a mere knob. To this place every winter season come a number of pelican—about twenty or thereabouts—which are known to the Chinese as "Ho Tung Ngo." If the writer is not mistaken the City Hall Museum contains one or more pelican shot at this spot, and the writer himself has twice bagged a pelican, using buckshot on each occasion. The largest of these shot measured over 6 feet from tip to tip of the wings, and 4 feet 8 inches from beak to tail. They are weird-looking birds, with their vacant stare and large pouches, and when wounded can use their formidable beak with offset. They are of course web-footed, but are capable of walking on land, and may often be seen waddling along the mudflats near their habitat. The egret, a species of small white heron, sometimes erroneously termed a stork, is found all over the swamp land already described, but they are also numerous in many parts of Mirs Bay, notably in Starling Inlet, along near Sha U Cheung, and also in Tolo Harbour and Tolo Cove.

They also frequent the larger rice-growing areas such as the Shap Pat Hong and Shengng Shui valleys, although they rarely make their presence seen until the second rice crop is planted. Inland, they often roost in the tall trees surrounding some village, where they keep up an incessant, hoarse monologue, long after the sun has sunk beneath the horizon. There are several species of them, including one with a yellow crest and neck, but the ordinary white ones are most numerous. The long, delicate hairy plumes on an egret's back have a certain market value which John Chinaman has not yet discovered, although I know of one European who made quite tidy sums of money by posting the feathers to a firm in New York. One may almost be excused in punning on "the suffering, egret suffering itself to bedeck the snuffbox."

They are very wary birds, and require careful stalking to get within gunshot. However, if one is dropped, the others will return and circle around their fallen comrade with loud cries, when they may be shot *ad libitum*, yet few sportsmen I take it, care for this sort of useless slaughter.

The blue heron is the Mrs. Gummidge among the swamp birds, being "a lone, lorn creature" and rarely found in the company of other birds. They prefer the marshy portions of the swamp among the tall rushes and swamp grass bordering the semi-cultivated parts, their presence being often unsuspected, until with a hoarse croak and lazy flapping of wings they project into space their long body and still longer legs. There are some fine preserved specimens in the Natural History Museum, South Kensington.

"SPORTSMAN."

SUPREME COURT.

Friday, September 3rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUISNE JUDGE).

THE CLAIMS AGAINST THE H.A.L.

The six actions in which the Hamburg America Line were sued by six Chinese sailors to recover amounts due for wages were again mentioned.

Mr. Davidson (of Messrs. Hastings & Hastings), who represented the defendants, said he had had an interview with Mr. Hung, the solicitor for the plaintiffs, who had told him that he had no further instructions and did not propose to appear. He (Mr. Davidson) therefore asked his Lordship to dismiss the actions for want of prosecution.

His Lordship struck the cases out.

CLAIMS AGAINST A RESTAURATEUR.

Several cases were mentioned in which R. F. Daly, late proprietor of the Owl Grill Room was the defendant.

In the action, Nowhold v. Daly, Mr. Hinds (of Messrs. Brutton & Hest) who represented the defendant, said the hearing was fixed for Monday, Tuesday and Wednesday next. As the defendant had filed his petition in bankruptcy, however, he asked that the case be adjourned sine die.

The case was adjourned as requested.

In the case of E. A. Abodey v. R. F. Daly, which was a claim for \$833.33, Mr. J. H. Gardner, who appeared for the plaintiff, asked that it be adjourned sine die on the same ground.

His Lordship consented.

Mr. Hinds mentioned two other cases which had been heard in which Mr. Daly was concerned, and asked for a stay of execution.

Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell), who represented the plaintiffs, said he could not consent to a stay, and he had instructions to oppose the receiving order when the petition came on for hearing.

His Lordship granted a stay of execution in the cases.

A. S. WATSON AND CO. SUED FOR DAMAGES.

Mr. F. Howell brought action against Messrs. A. S. Watson & Co., Ltd., claiming \$1,000 damages for negligence, in connection with the bursting of a soda-water bottle by which the plaintiff sustained injuries to his leg.

Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) represented the plaintiff, and Mr. P. M. Hodgson (of Messrs. Ewens & Harston) appeared for the defendants.

Mr. Harris asked that the case be adjourned for a fortnight—seven days for a statement of claim and seven days for a statement of defence.

His Lordship—Are you going to apply for a jury?

Mr. Harris—I think we shall want a jury, my Lord.

Mr. Hodgson—My friend will have to make a separate application for that.

His Lordship asked if two days had better be set aside for the case.

Mr. Harris replied in the affirmative and added that he would like a fortnight's adjournment now, and then he could apply for a jury. It was likely that further interlocutory applications, would be made.

His Lordship fixed the case for October 31st and November 1st.

Mr. Harris then applied for a jury.

Mr. Hodgson said he had received no instructions on that point, neither had he received notice of it.

Mr. Harris—My friend cannot object to that.

Mr. Hodgson insisted that he should have had notice.

Mr. Harris—It is for a jury to assess damages in a case of this sort, especially in a case of damages for negligence.

His Lordship made an order for a jury, giving Mr. Hodgson liberty to apply if he received instructions to oppose the granting of a jury. He also ordered pleadings.

DEATH OF MR. F. E. GRANT OF SHANGHAI.

Shanghai papers announce the death of Mr. Frank Edwards Grant, of the North China Insurance Company, Limited, which took place at the General Hospital from dysentery. Mr. Grant only came out to China about thirteen months ago, and he had quickly gained great popularity, says the *N. C. Daily News*. He was taken ill on the 19th instant with dysentery and on the following Monday he went into the General Hospital, where he made good progress, but his recovery was confidently looked for, and on Thursday complications set in and he gradually became worse and in spite of the best medical skill sank and died at noon on Saturday last.

The funeral of the late Mr. Grant took place at Bubbling Well Cemetery, where a large number of friends assembled. The Rev. A. J. Walker conducted the service, and the chief mourners were: Messrs. E. G. Simms and R. H. Beauchamp and Messrs. A. McLeod and H. de Grey, representing the Board of the North China Insurance Co., Ltd. The pall-bearers were: Messrs. C. M. Bain, J. H. Taylor, H. Arnold, C. J. G. Hill, D. Macdonald, G. C. Wingrove, A. E. Lanning and W. Lysdon. A profusion of wreaths bore eloquent testimony to the wide esteem in which the late Mr. Grant was held.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 10th.

THE TURKISH NAVY.

There is no doubt about the fact that in selling two obsolete battleships to the Turkish Government, Germany did a fine stroke of work. They were two ships that did service in China a few years ago, but of course compared with what Turkey calls a fleet to-day they are efficient enough. The exact figure is not known, but it is said to have been at least half a million sterling, so that if Admiral von Tirpitz could effect another similar sale he could next year go in for building another first-class Dreadnought without appealing to the Reichstag for funds. Apart from the mere fact of the advantageous sale the Germans are pleased because it confirms the fact that there is a boom in German influence at Constantinople. Perhaps that accounts for the hitch in the negotiations that had started off for the reorganisation of the Mahasseh Steamship Company—the largest coastal trade concern in Turkey—by the Fairfield Shipbuilding Company and the Waddell Turner Company, two British concerns. The arrangement was for these companies to thoroughly equip and work the Turkish enterprise and float the stock on the Turkish and British markets. The Government in Constantinople promised to take up whatever stock the public did not take up, but after a while, when the issue of £900,000 had been announced, they withdrew from the promise. Then a period of wire-pulling followed, at the end of which the Turkish Minister of Public Works was authorised to complete the arrangements on the lines mentioned. But even then all was not right. A hitch has arisen, and it appears to be final. Very likely we shall hear soon of Germany undertaking the self-same work of reorganisation.

THE OUTPUT OF THE ARSENALS OF EUROPE.

As to the competition between our neighbours and ourselves in naval and military matters, I understand that an exhaustive report has been received by our government as to the productive capacity of all the principal arsenals in Europe, the United States and Japan, both government and private concerns, and the information is of an extremely valuable character. It will not be made public, but the general statement may be made that it shows that in times of stress other Powers will have to depend much more largely on private monopolistic sources of supply than will the British Empire.

SHIPPING COMPETITION.

In the world of commercial shipping, too, there is great competition, though I am assured that it is partly natural and only partly due to the stress of international struggle. Since the Cunard liners *Mauretania* and *Lucania* were floated the palm for speed and tonnage in ocean liners has rested with the British, for the *Deutschland* was left well in the rear. But ever since there has been preparation for still greater monsters. Now the White Star will soon launch at Belfast two sister ships for the Atlantic route, the *Olympic* and the *Titanic*, that will be thirteen thousand tons greater than the *Mauretania*, and immediately we hear that the Hamburg American line will produce in 1913 the *Hansa*, that will run to 50,000 tons. It will not be so speedy as its predecessors—about 22 knots is mentioned—but will take an immense amount of cargo besides passengers. On the top of that comes the unaccounted report from Liverpool that the Cunard is to build a sixty thousand ton giant, and the Messager Board have already started to enlarge the dock accommodation so that a ship of 1,000 feet in length may be readily berthed. Moreover, the Southampton Dock authorities have promised to enlarge the entrance to the harbour to admit White Star monsters of the future, and the Hamburg authorities are similarly at work on the Elbe. Now it cannot all be put down to an insane competition. The real fact is that when the New York harbour authorities completed the new Ambrose Channel and made other improvements in the approaches to the harbour, shipping companies found the limitations for Atlantic liners removed and so the progressive stimulus really came from the West and the present drawbacks are on this side, not on the American coast.

PARCELS POST FACILITIES.

Firms dealing largely with the Far East are making representations to the General Post Office as to the greater facilities offered by Germany than England for parcel traffic. Parcels up to ten kilograms in weight can now be sent from Germany to any Chinese post office and the Chinese Government undertakes responsibility for safe delivery. Previously the limit was five kilograms and the risk was with the sender. No doubt the betterment is a tribute to the advance of the Chinese postal service, too, but the fact that Germany makes use of it to extend trade while England does not is a matter that merits attention at headquarters. Moreover, value of parcels may be declared up to forty pounds sterling under the new China-German postal treaty.

RAILWAY CONSTRUCTION IN NETHERLANDS-INDIA.

According to information from The Hague, the Netherlands Government will soon undertake the construction of several hundred miles of railways and terminal harbour works in the Dutch East Indies. The States General will be asked to grant the appropriations this Autumn and then tenders will be asked for. The surveys have already been made, and it is known that the engineering difficulties will be considerable, owing to the nature of the country to be traversed.

THE PANAMA CANAL.

As the Panama Canal approaches nearer to completion measures are being taken to make our own West India better equipped to serve as British repair and supply stations. But

apart from that, there is much discussion as to the prospects of the recently opened railway across the Isthmus of Tehuantepec, for the new Mexican railway route threatens to be a serious rival of the American canal. Enormous traffic developments have already to be recorded in connection with the line and fifteen steamship services are running to and from Salina Cruz on its Pacific side, and Puerto Mexico on the Atlantic, where modern facilities for handling cargo are in use. In view of these things the Government of Mexico, in conjunction with Messrs S. Pearson & Son, the big British contractors, are to lay a double track forthwith and to extend the steamship arrangements at the terminals. One of these latter concerns is the Canada-Mexican line, running between Vancouver and Santa Cruz. By that route it is believed a great deal of the western Canadian wheat will be sent to the world's markets this year, and there will be no hampering of traffic by ice as in the St Lawrence route from Canada in winter. Moreover, Japan is saving, in some cases, the expense of the passage through the Suez Canal by using this Mexican railway. A big Japanese firm has taken the lead in this respect and plans are well forward to augment the Atlantic steamship connections for this purpose. Doubtless for vessels with full cargoes the Panama canal will be chosen, but for individual firms with smaller consignments the Mexican route may have a look in if the Panama tonnage dues are fixed unduly high, as may be the case considering the greatly extended cost of the canal construction compared with the estimate as presented by the engineers when the great undertaking was first mooted.

THE ANTI-OPIMUM SOCIETY.

The anti-opium societies are making great capital out of articles sent lately from China as to the continuance of British opium supplies to China. The Indian Budget debate, before Parliament rose, gave some papers like the *Manchester Guardian* the opportunity to take the side of the reformers and to contend that injury to British prestige must result from "bolstering up a traffic both immoral and wasteful." That is the view also of Mr. D. L. Woolmer, Superintendent of the Anti-Opium Department of the Representative Board of the Anti-Opium Societies. Mr. Woolmer contends that proof of this is found in the Indian Budget, because an increased opium revenue is more than counterbalanced by decrease from other sources of income. He also quotes Consul J. L. Smith in support of the Chinese declaration that they have reduced their own poppy cultivation eighty per cent.

THE ROYAL FAMILY.

Queen Alexandra has now moved from Buckingham Palace to Sandringham for a short time before going to Marl Lodge in Abergshire, for a holiday. She is a sad and pathetic figure nowadays, a great contrast to the dashing Danish princess who came as the bride of the late King. Her remarkable youthfulness of features remains, but she rarely goes out, and since the King's death there has certainly been a deeper grip on her. King George and Queen Mary have been very kind to her and have made it easy for her to take from Buckingham Palace whatever she fancied to Marlborough House, her future town residence. But they hardly can have been prepared for the immense quantity of knick-knacks of a personal kind that the Queen Mother collected, and it has been mainly by the common-sense of Queen Mary that room for them has been found in Marlborough House. Although the world will have to wait for some years probably for the official life of the late King, I hear that a work dealing with his sporting side will shortly be published under circumstances of rather exceptional interest. The work was undertaken by special permission of King Edward, which King George has confirmed. It will deal with various branches of sport with which the King's name was identified. By special command Lord Mervyn Bessford, who acted as manager for his thoroughbreds, has assisted the editor, Alfred E. T. Watson, with information in regard to the royal breeding and racing stud, whilst the Hon. Sir Seymour Fortescue, B.N., an Equerry-in-Waiting and old personal friend of King Edward before and after his accession to the throne, will contribute an introductory chapter on the King's general characteristics as a sportsman, and will also contribute the pages on the late King's yachts and the races in which they have contested. Lord Ribblesdale, who was at one time Master of the Buckhounds, and who published in the Diamond Jubilee year an interesting book on the Queen's Hounds and stag hunting recollections, has undertaken to deal with the hunting side of the work.

Though Cowes week has been shorn of the presence of Royalty this year, yachting men are delighted with the announcement that King George will succeed his father as Admiral of the Royal Yacht Squadron, the most exclusive club, perhaps, in the world. In one sense, at any rate, His Majesty is better fitted for the position than most, for he has more knowledge of the sea and matters nautical than many members of the squadron. The puzzle of the moment everywhere is what form the memorials to King Edward should take. The Government has come to the conclusion that it is better to have local memorials than a national one, so the heads of municipalities and corporations, from the Lord Mayor of London onwards, are getting their meetings together to decide what is to be done. The provisional ideas range all the way from equestrian statues to hospital extensions. Preparations are already well advanced for the Coronation. No less than £500,000 worth of flags are being made, and the hotel accommodation in many cases is already booked up.

SUNDAY AMUSEMENTS.

A great movement is getting up in readings for the Autumn to prevent Sunday amuse-

ments. And this time the persons are backed by the theatre and music hall workers. The cinematograph is responsible for the recrudescence of an old bone of contention. For so many of these moving picture shows have sprung up all over London and they are eradicating the L.C.C. regulations so effectively that they are practically open for seven days a week, and the fear is that other shows, including the regular theatrical houses, will presently be at the same game, so that theatre workers will get no rest at all. The trade unions covering all classes of them have therefore thrown in their influence with the Sabbatarians. The first success scored by the old combination is that the proprietors of the Queen's Hall seem disposed to refuse to let the place to the National Sunday League, though that body has held concerts there on Sunday evenings with great success for many years. They don't make money out of it either, for they have the best performers and charge minimum fees, so that last year there was a deficit. But there is another side to the matter than that sought by the amusement seeker. One instance will suffice. A cornet player told his trade union that he was employed on a given day for two hours' rehearsal in the morning, a three hours' matinee in the afternoon, and then "two houses" had performances at night. The work kept him from ten in the morning till midnight. And he further said that the efficient years of a cornet player in a London music hall were not more than ten. After that his life became too stiff to enable him to blow his instrument properly.

THE TOUR OF THE GERMAN CROWN PRINCE. There is great difference of opinion as to the real meaning of the projected tour of the German Crown Prince in the Far East. There is no doubt that the Kaiser realises the critical time in Far Eastern affairs and is anxious that America should not have it all her own way in posing as China's best friend. But apart from all that it has long been planned to send the Crown Prince on a long tour. The Kaiser is particularly anxious that his son should be thoroughly equipped for his future high station by training in the best of all schools—the school of the world at large.

LORD KITCHENER.

The announcement that the duties of the Inspector General of the Forces are to be divided between the present office and that of the officer holding the Malta command, shows that the Government is making great efforts to justify its attitude towards Lord Kitchener. The public have been showing great anxiety to have Lord Kitchener employed, but the Powers that be are evidently a'raid. The Duke of Connaught and Lord Kitchener thought the Mediterranean command was superfluous. Sir Ian Hamilton, to help his colleagues on the Army Council, has undertaken it for three months until the Irish command falls vacant, and meanwhile Lord Kitchener is learning golf at North Berwick. The report that Lord Kitchener was offered a very tempting post of high administrative responsibility by the Chinese government is, I am assured, well founded, but he never thought of accepting it. In any case he could not resign his office as Field Marshal in his own army. So K. of K. will swing his golf clubs till some job turns up worthy of his powers and outside the scope of things that Tito Barnache has a good hold of at the War Office.

SACRILEGE.

On Thursday somebody at St. Stephen's College observed a Chinese leaving St. Anthony's Church with two large silver candlesticks, one under each arm. When approached the thief dropped the candlesticks and ran away, but was pursued and captured. It was then discovered that two silver chalices were also missing from the church. When the prisoner was charged before Mr. J. E. Wood at the Magistrate's yesterday the evidence showed that he was formerly employed in a Roman Catholic school, and that he had returned from banishment. His Worship passed sentence of nine months' imprisonment with hard labour and four hours' stocks.

WEATHER REPORT.

On the 2nd at 11.55 a.m.—The barometer has fallen quickly at the Formosa Channel stations owing to the approach of the typhoon, which has moved on from the Westward and is now situated at the northern entrance to the Channel. The Sharp Peak station of the E. E. A. and C. Telegraph Co. reports typhoon force of wind from North at 11.30 a.m. Last evening the China Sea typhoon was approaching the neighbourhood of Haiphong. The returns from Indo-China are lacking this morning.

The depression lying over the N. part of the South of Japan.

Very bad weather may be expected in the Formosa Channel, and freshening monsoon over North part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood
W & S.W. winds, freshening fine at first, squally & showery later. Cyclonic gale.

Formosa Channel
South coast of China between W & S.W. winds, Hongkong and Lamooka, 1 strong.

South coast of China between Variable and W Hongkong and Hainan, 1 winds, moderate.

LATEST STEAMER MOVEMENTS.

The Bank Line Ltd.'s str. *Kamerik* sailed from Vancouver on the 25th ultimo.
The Bank Line Ltd.'s str. *Aymerie* arrived at Vancouver on the 29th ultimo.
The str. *Zothian* arrived at Yokohama yesterday.
The P. & O. S. N. Co.'s str. *Nore* left Singapore for this port on the 2nd instant, at 3 a.m., and is due here on the 7th instant, at about 6 a.m.

INTERPORT SWIMMING CONTEST.

HONGKONG'S SUCCESSES.

The Interport Swimming contest at Shanghai opened on Thursday. We are indebted to Mr. Frank Lamert, Secretary of the V.R.C., for the results to date. They are follows:—

FIRST DAY.
100 YARDS.
T. Logan (Hongkong) ... 1
C. J. Cooke (Hongkong) ... 2
R. W. McCabe (Shanghai) ... 3
E. Prince (Shanghai) ... 4
Time—66 1/5 seconds.

LONG FLUNGE.
A. S. Ellis (Hongkong) 54 feet ... 1
P. Fowler (Shanghai) 46 feet 1 inch ... 2

SECOND DAY.
HALF MILE.
T. Logan (Hongkong) ... 1
R. W. McCabe (Shanghai) ... 2
Time—14 min. 53 sec.

Logan won from McCabe by fifty yards, while C. J. Cooke, the other Hongkong representative, gave up. Logan must have swum an excellent race! beat such a powerful swimmer as McCabe over this distance. It will be remembered that at the interport carnival held in Hongkong last year the Shanghai man defeated all competitors easily, but he has met his match in the latest swimmer Hongkong has produced, and whom the *Daily Press* recently tipped as the coming champion of the Colony.

THROWING THE POLO BALL.

R. W. McCabe (Shanghai) 76 feet ... 1
R. C. Witchell (Hongkong) 74 feet ... 2

100 YARDS.
T. Logan (Hongkong) ... 1
C. J. Cooke (Hongkong) ... 2
R. W. McCabe (Shanghai) ... 3

The high diving was won by Shanghai, but Hongkong scored an easy win in the team race, and are now leading, the points being as follows:—

Hongkong ... 18
Shanghai ... 9

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 2nd September state:—

A fairly active investment enquiry has been in evidence for many of our local stocks during the past week, and, as a result, some instances show further improvement. The volume of business transacted has, however, again been of very limited dimensions owing chiefly to the reluctance of holders to meet the ideas of intending purchasers. "Rubbers" have continued quiet throughout the period under review, and closely without any important feature for remark. Fint Hard Para Rubber was last quoted per Reuter at 7/11 per lb., and the tone of the London share market steady. Har silver closes for the week at 248 1/2, and Sterling T.F. at 1/2 1/2. The T.F. rate on Shanghai is quoted at 74 1/2.

BANKS.—Hongkong and Shanghai have been booked at 93/0, and more can be placed at this rate. Reuter's last quotation for London registered shares is 288 ex. dividend. Nationals are still in request at 37 1/2.

MARINE INSURANCES.—Unions have declined to 83/5, and close weakish at this figure. Cantonese after further sales at 81 1/2, have advanced to 81 1/2, but shares are scarce, and but little has been done. It has now been decided by the General Managers to allow the transfer of London registered shares to the China registered and vice versa, thus greatly facilitating business in this stock. China Traders, Yangtze, and North China remain as last quoted, and are without local business.

FIRE INSURANCES.—Hongkong close with buyers at the improved rate of 63 1/2, and China at 61 1/2 buyers. In the latter stock a sale has been effected at 61 1/2, and more shares could probably be placed at this rate.

SHIPPING.—Hongkong, Canton and Macao after sales at 33 1/2 and 33 1/4 have declined to 33 with sellers. Indos continue on offer at 86, Douglas at 87, and Star Ferrys at 82 and 81 1/2 for the old and new issues, respectively, no business being reported in either stock. Shell Transport have fluctuated between 67 and 69, closing quiet at 68 with probable sale.

TRININGERS.—China Sugars have ruled quiet, and close with probable sellers at 160 on the interim dividend of 5/5 per share paid on the 30th ult. There is no change to report in Luzons, which remain on offer at 82 1/2.

MINING.—Chinese Engineers have been booked at 11s. 16 and more shares are procurable. Charbonnages and Haubs are unchanged and without local business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Macao are somewhat easier with sales at 85/0, and probable sellers at 85 1/2. Kowloon Wharves have been done at 85 1/2, but more are on offer at this rate, buyers offering 85 1/2. Quotations for New Amoy Docks, Shanghai Docks, and Hongkong Wharves are unchanged, the latter now standing at 11s. 11 1/2 ex. interim dividend of 11s. 3 per share just declared.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have improved to 810 1/2 with buyers. West Point have strengthened to 839 buyers, and Kowloon Lands are still wanted at 832. Hotels are unchanged at 310 1/2 (old) and 322 (new), as are also Shanghai Lands at 11s. 11 1/2 and Humphrey's Estates at 88, the latter after sales.

COTTON MILLS.—Quotations are unchanged and we have no local business to report.

MISCELLANEOUS.—China Borneos have again been booked at 83, and more shares are wanted. China Frontiers have found buyers at 88. Dairy Farms at 81 1/2 and Electric at 82, all closing in further request. Comments have been booked at 85, and China Lights at 81 1/2. Peak Trams are procurable at 81 1/2, South China Morning Posts at 82 1/2, and Bells Asbestos at 88. Langkats are quoted nominally in the North at 11s. 1300.

RUBBERS.—Our market has ruled quiet, and but little business of importance has been transacted during the interval. The following are the latest London quotations to hand by wire—middle prices:—

Highlands and Lowlands ... 115/-
Ladbury ... 90/-
London Asiatics ... 129/-
London Ventures ... 6/-
United Sordange ... 117 1/2/-
Allagars ... 59/-
Bata Tiges ... 100/-
Sapongs ... 27 1/2/-
Langga ... 53 1/2/-
Kestars and International Trusts 17 1/2/-

COMPANY REPORT.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

The report of this Company is now issued and reads as follows:—

Annexed we have the pleasure to lay before shareholders statement of accounts for the year ending 31st July, 1910.

The profit from the working of the factory at Kowloon is only \$2,661.37, so it is not proposed to pay a dividend. The balance at credit of Profit and Loss account, including \$46,483.42 brought forward from last account, is \$50,242.22, and we recommend that this amount be written off as Depreciation.

Cash in hand on 31st July, 1910, was \$165,828.43, which will be absorbed by the cost of new Gas Engines, &c., for Kowloon.

The earnings are small, as we have now only Kowloon to rely on for revenue, but with the long-looked-for development of the Colony over there on completion of the railway to Canton, we have every reason to expect that these figures will show a steady and continued improvement in future.

Consulting Committee.—In accordance with the Articles of Association Sir Paul Chater, C.M.G., Dr. J. W. Noble, and Mr. H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Mr. F. Maitland and Mr. A. O'D. Goard, the former acting for Mr. W. Hutton Potts, who is absent from the Colony.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st August, 1910.

STATEMENT OF ACCOUNT.

For the year ending 31st July, 1910.

Dr. RESERVE FUND ACCOUNT.

To bonus of \$5 per share on 50,000

special shares ... \$250,000.00

To amount transferred to profit and

loss account ... 150,000.00

By balance ... \$400,000.00

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(2) A METAL SEAL advertising CLETEAS.

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COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

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Genuine.
Worcestershire.

—gives a delightfully
appetizing flavour to
all Meat Dishes,
Fish, Soup, Game,
Cheese and Salad.



REVIEWS.

History of Indian and Eastern Architecture. By the late JAMES FERGUSON, revised and added to by JAMES BURGESS and R. PHENE SPIERS. London: John Murray.

These two volumes complete Mr. Fergusson's history of architecture of all countries and is in every way a most satisfactory conclusion to a great and learned work. The revisions and additions by Mr. R. Phene Spiers and Mr. Burgess bring the whole up to date, except perhaps the Eastern Section dealing with Chinese and Japanese architecture, but it appears probable that the work in this particular will be added to at some future date.

The work is divided into nine books with a concise introduction and classification and a thorough explanation of the various technical terms used throughout, which will be greatly appreciated by those whom the book interests, and it is important that the early chapters should be clearly understood or the reasoning of the authors in defining the dates of the various buildings reviewed will not be fully understood.

In the middle ages the aim of the architects of the West was to design buildings which should be vast, but stable, and suited for the accommodation of vast multitudes to witness lofty ritual. In their struggle to accomplish this they developed intellectual powers—which impress us still through their works. No lofty aims exercised the intellectual faculties of the Hindu. His altar and the statue of his god were placed in a dark cubical cell wholly without ornament, and the porch that preceded it was not necessarily either lofty or spacious. What the Hindu architect craved for was a place to display his powers of ornamentation, and he thought he had accomplished all his art demanded when he covered every part of his building with the most elaborate and difficult designs he could invent. Much of this ornamentation, it is true, is very elegant, and evidences of power and labour do impress the human imagination; often in defiance of our better judgment, and nowhere is this more notable than in Indian temples. It is in vain, however, that we look among them for any manifestation of those lofty aims and noble results which constitute the merit and greatness of true architectural art, and which generally characterise the best works of the true styles of the Western world.

Yet, indeed, the men of the East proved themselves to be great builders, and their work now standing establishes them as workmen to whom time and labour were of no account. The Chalchala halls, caves and monasteries were massive structures built solidly of stone of such sizes as would to-day be deemed immense; their domes to the tombs of their princes and kings show a constructive skill and execution which to-day is unknown in the West. The two volumes are full of good illustrations and some excellent photographic reproductions, the whole comprising over one thousand pages. The complete index adds greatly to the utility of the publication.

Peace or War East of Baku! By E. J. HARRISON. Hongkong: Messrs. Kelly & Walsh.

It must be eminently satisfactory to the author who, having carefully collated evidence obtainable from Russian and Japanese sources, and leaving the inference to be drawn that there was no immediate prospect of war between the late belligerents, finds his conclusions so quickly confirmed as they have been by the Russo-Japanese agreement. Mr. Harrison, a well-known Far Eastern journalist, has in this book presented the conditions as they actually exist in Eastern Asia, and writing as he does without any apparent partiality, his work can be honestly recommended to all who wish to make themselves au fait with Far Eastern politics. He quotes from Russian newspaper articles, written before and since the war, with a view to indicating the nature of Russia's tenure in Siberia. One writer describes it as a series of ventures. No settled policy was developed till later years, and then it met with disaster. This led to a realisation of the insecurity of her present position on the Pacific Ocean, with a consequent feeling of "funk" and distrust, but the understanding which has been arrived at between Russia and Japan will probably restore in some degree the confidence which the Russians formerly had in themselves. Mr. Harrison deals out praise and blame with an even hand, and while he is conscious of Russia's mistakes and faults, he gives her credit where it is due. So with Japan. He is not blind to her faults, but at the same time he pleads that she be fairly judged. As he says in his preface: "I trust that the context will make it abundantly clear that I by no means share the belief of many publicists in the sinister and warlike preparations of Japan for an epic effort to win the hegemony of East Asia. The fact that the schemers in Russia are convinced that Russia is Japan's prospective foe, and that the same gentry in America are equally certain that for Russia we must read the United States, should be sufficient to demonstrate the unstable foundation upon which all such sweeping conclusions must necessarily rest. In any event, it seems unfair to censure Japan for faithfully following the example of every other first-class Power in the world to-day. If in this respect her post bellum actions may impress political priests as incompatible with the higher ethics and the behests of the categorical imperative, she is at any rate sinning in good company. For the rest her statesmen have left no stone unturned to prove that their aims are essentially defensive, not offensive; nor will any unprejudiced onlooker blame Japan for declining to commit her destinies on the mainland to the efficacy of sweet reasonableness, in preference to more lethal arguments. So far, be it noted, no single Power has had the temerity to censure Japan of failure to live up to the principle of the open-door and equal opportunity in Man-

churia, and this being the case, it is unreasonable to expect the Government of the country to be for ever contravening what from its point of view can only be characterized as the conscious or unconscious misrepresentations of private individuals."

The work is also topical on the subject of the annexation of Korea, which, he says, is the only logical exit from the impasse in which Japan now finds herself. "Would it not," he asks, "be better for all concerned that Japan should accept full responsibility for the situation she has herself created, and put an end to a discreditable farce? The Koreans could not be any worse off, and might conceivably be better off, as the result of the concentration of both sensible and real authority in the hands of those whom public opinion could hold accountable for everything that went wrong, whereas, nowadays, there is always the polite fiction of Korean officialdom to complicate matters and serve the Japanese as a convenient stalking horse."

Illustrations add to the interest of the work and the appendices (list of treaties, conventions, etc.) and maps enhance its value as a book of reference.

Shoes of Gold. By HAMILTON DRUMMOND. London: Stanley Paul & Co.

An interesting romance of court life in the days of Louis XV. of France and the great Empress Catherine of Russia. It is a well-written and well-worked-out story in which the subtle art of diplomacy flashes brilliantly; in which the profligate and spendthrift life of the noble of the day glimmers; and finally—the old story—in which the course of true love, after many stormy passages, runs smoothly to the end.

The Lonely Church. By FERGUS HUME. London: John Long.

Fergus Hume's stories are always sensational, consequently readers would not expect anything but deeds that thrill from this well-known writer. And in the present book they will not be disappointed, for although they must not expect it to eclipse "The Mystery of a Hansom Cab," they will find in the story sufficient deep-laid schemes, moving incidents and hair-breadth escapes to satisfy the most voracious appetite for this kind of fare.

The Romance of Mille Aïet. By MRS. CAMPBELL PHAED. London: John Long.

"The Romance of Mille Aïet," like all stories which have for a setting "the chosen home of civilisation," is an entrancing one. It deals with life and the conditions of society in the French capital in the early part of the

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HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
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It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every name; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, Dr. MORSE'S INDIAN ROOT PILLS, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a SUDORIFIC, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

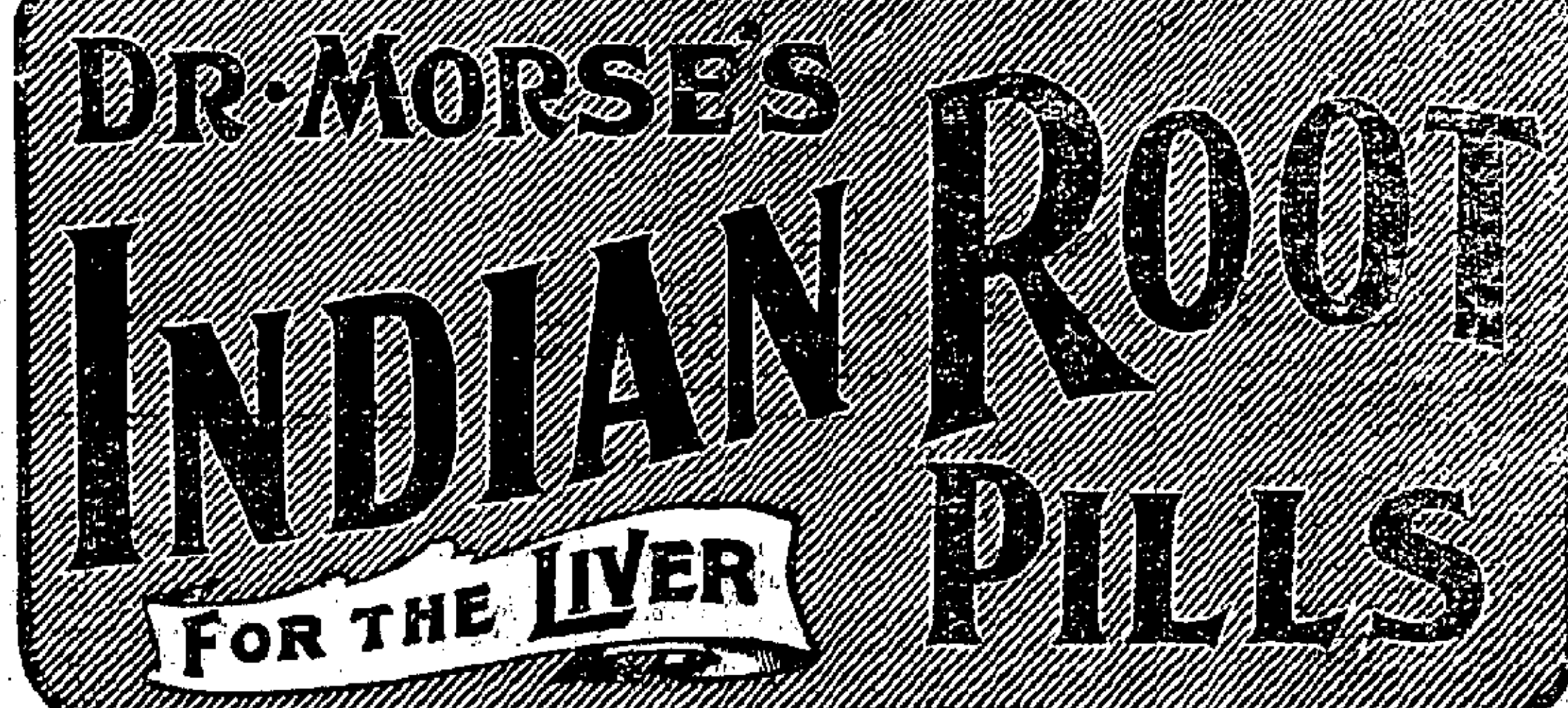
The second is a plant which is an EXPECTORANT that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a DIURETIC, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a CATHARTIC, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

DR. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.



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of the MEETINGS of the
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REVIEWED BY THE MEMBERS.
PRICE ——— \$3.
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Hongkong, 21st February, 1910. [316]

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TO CONQUER MALARIA.

WORDS OF WISDOM FROM A PHYSICIAN'S PEN.

"Those who conquer Malaria conquer the tropics," is a proverb with which every resident in the tropics is familiar. While in consequence of the onward march of scientific achievement, this disease, so depressing in its onset, so devastating in its effect, and so disorganising in its result to the whole system is better understood than it used to be, it is still, unhappily, exceedingly prevalent, and is likely to continue until the conditions which produce it have been banished.

Most people know that while Malaria may take various forms it is due to a special germ or microbe, which destroys the red corpuscles by which the oxygen of the air is carried by the blood to every part of the body to burn up its impurities. The destruction of these corpuscles produces the marked symptoms so characteristic of the disease—the pale, yellow, earthy complexion, the mental and physical lassitude, the depression, the morbid thoughts and feelings, the aching muscles and the tender joints.

Bad as is all this, the result of Anemia or poverty of the blood, as it is commonly called, which makes life a burden to the sufferer, it may go considerably farther until it produces that wasted and dangerous condition of the system doctors call "Cachexia."

For long Quinine has been the sheet anchor of the physician, and in the acute stages it generally answers admirably, but in the later stages something else must be employed to destroy the effects wrought by the microbes.

Happily, in this conquest of the hosts of the disease germs which invade the body under the banner of Malaria, the physician has been presented with a weapon as potent over them as the modern machine gun is potent against the old flint lock gun. This weapon is Sanatogen, one of the most powerful restoratives and vitalising agents ever given to the world. Its remarkable properties are due to its two constituents—Casein, the solid portion of pure, new milk, and Glycero-phosphate of Soda, a preparation containing phosphorus in the precise form in which it exists in the body. Phosphorus, as everyone knows, is not only as a physician has written "intimately associated with the health of the system, and is indispensable for the discharge of the functions of the nervous centres," but is also "absolutely essential for the growth of the physiologist, from the cells of the body, the microscopic bricks of which the human edifice is constructed." This cell growth is greatly interfered with in Malaria, and a supply of phosphorus which is easily absorbed by the depleted system is urgently necessary to restore it to its standard activity. Nothing does this so well as Sanatogen, as nothing so rapidly restores the vitality of the blood as this preparation, which is prescribed by over two thousand physicians in the world because no secret has been made of its constituents and they realise its overwhelming value in rousing the functions of the body to do their duty.

How rapidly Sanatogen restores the blood after Anemia may be judged from the fact that one eminent physician records that the red blood corpuscles in a patient increased eighty thousand per cubic millimetre in a week, and the percentage of red colouring matter in them advanced from 61 per cent. to 82.5 per cent., while another patient, who was unable to take any solid food and was losing weight rapidly, so improved in a fortnight that the red corpuscles increased two hundred thousand per cubic millimetre, their red colouring matter from 49 per cent. to 52 per cent., and she was able to resume her household duties, completely cured of the terrible melancholia from which she was suffering.

Children are especially liable to Malaria and its pernicious after effects which may delay their development and stunt their growth. When given Sanatogen they rapidly improve. One child who at three years old, in consequence of Malaria, weighed only half-a-pound more than it did when it was a year and a half, was given a small quantity of Sanatogen daily, and its weight at once began to go up half-a-pound a week.

Just as Malaria causes wasting in children, it makes adults prematurely old, in consequence of the depression of the vitality of the system. This condition is rapidly cured by Sanatogen, which removes the prematurely old look and soon substitutes for the feeble and listless spirit a healthy interest in normal pursuits.

An exceedingly interesting pamphlet on the subject of Malaria has been written by a physician who had a wide experience of it in the tropics. In order to give this momentous publication, "Malaria, its Causes and Effects," the widest publicity, the proprietors of the copy-right have instructed Messrs. A. S. WATSON & Co., Hongkong, to distribute a limited number of copies free of charge, to anyone who may feel interested in it, and will send a post card mentioning the HONGKONG DAILY PRESS.

Sanatogen, by the way, may be obtained direct from Messrs. A. S. WATSON & Co., Hongkong, and at all chemists. [126-1]

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Is. THE HOTELS OF THE WORLD.
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the World.

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THE VANISHING MOUSTACHE.

BY MRS. HUMPHRY ("MADGE").

If opinions were taken, it would be found that most women regret the disappearing moustache. There is a certain charm, an undoubted charm, about a carefully-tended moustache. On some, it is a very manly air. On others it is simply decorative. On most, its concealment of the upper lip is advantageous to the owner of both. It will be noticed that women novelists hardly ever allow their heroes to be clean-shaven. Their features are, of course, always clean-cut, but there is invariably a moustache, and it is usually silky. This quality is rare in real life. Yes! women like the moustache.

A mother, very youthful looking, to have a grown-up son and possessing a delightful sense of humour, remarked to a friend the other day: "I can't believe that that great grown-up man with the broad shoulders and the brown moustache is really my son. Only the other day he was a boy at school. But I like the touch of his moustache on my cheek when he kisses me!"

It seems a pity that so popular a hair-ornament should ever go out of fashion, and more particularly as men enjoy their own moustaches very much when they do wear them. They bestow endless pains on cultivating the correct position, and some of them even wear a cleverly devised little training band which fastens with elastic round the ears.

UPPER LIP RULE.

There should be a recognised rule for the size of this ornament of the upper lip. Its proportion to the other features is often regrettably wrong. A small nose and a very large moustache are just a shade better than an enormous nose and a struggling little plot of herbage grown on an unwilling lip. The moustache should convey an air of virility, spirit, and manly energy. A sparse growth suggests the very reverse of all those admirable qualities, and has an undignified air. It conveys the impression of a weak disposition, and though this may be libellous, the owner cannot indict the culprit. Better do away with it, and be clean shaven.

The moustache is a most expressive appendage, and scarcely less indicative in the fashion in which men handle it. The aggressive warrior points his elbow outwards to the corner of the eye, and he twirls it with a force that has its gentle side. A good authority has laid it down that the ends should never be visible to anyone walking behind. But in a way these are a protection. No one is likely to interfere unduly with the proprietor.

Small children do not ask him the time. Seekers after a difficult address abstain from interrogating him. They will rather ask for help from the wearer of the moustache which curves downwards at the corners and does not cross an imaginary line drawn perpendicularly from the outer corners of the eyes. Puzzled pedestrians and children without watches prefer this gentleman, who is probably of an artistic temperament, to even the lively and vivacious owner of the moustache that bristles at the ends and turns neither up nor down.

In these ways character is read by the least experienced of wayfarers, whom busy eyesight intimidates to an extent that would astonish the owner. When these alarming ornaments are combined with a warlike moustache the aspect becomes so belittling that the heart of the urban quakes within him, and no spirit for queries is left in the timid of either sex.

Permission to wear a moustache was eagerly sought after in the middle of the last century. But now the virile decoration is discarded. Why? In those old days the Bank of England would not allow its employees to wear it, and it was as a result of this that it came more appropriately from a Bank of Ireland. It was to the effect that the moustache was not to be worn in business hours! A large drapery firm in London objected not only to the moustache, but to hair parted down the middle. There is more tolerance now, and his moustache is often a young shopman's most precious possession.

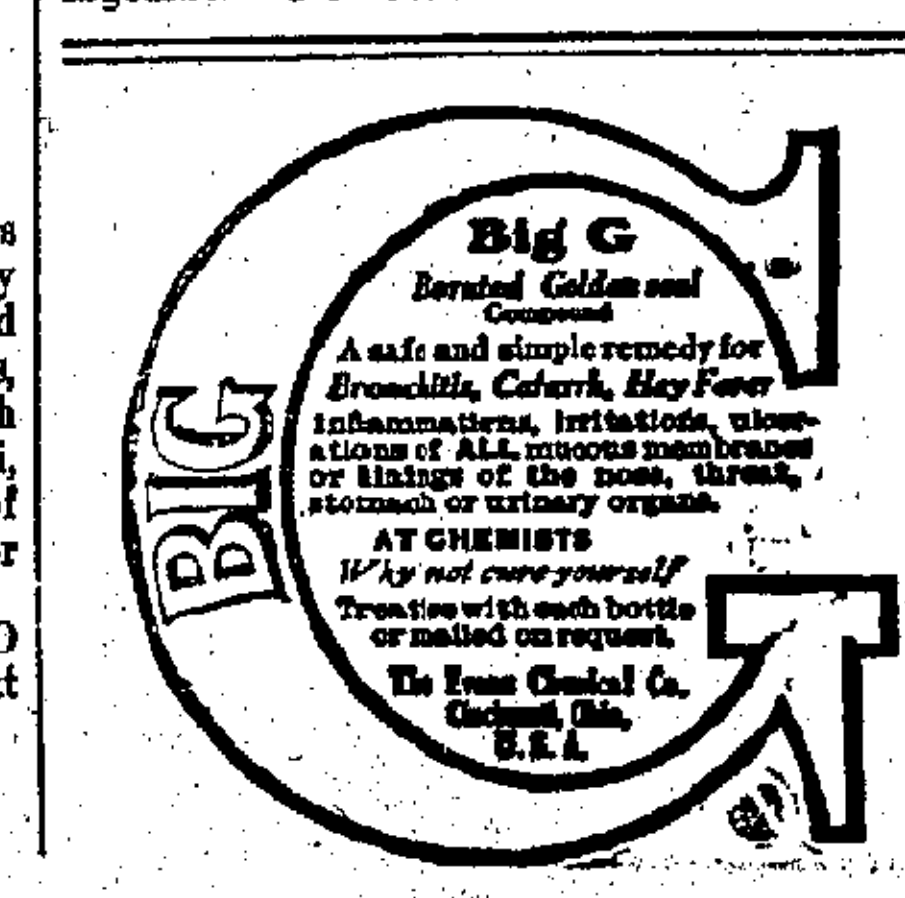
Men look younger when clean-shaven. They are also more readable without the protection given by the moustache to the upper lip. If hearts can be worn on sleeves, thoughts can be read on upper lips. But is it always wise to leave the legend unhidden? Men seldom like to be divined, as La Rochefoucauld remarked once and for all time.

THE KAISER'S WAY.

The moustache turned up towards the eyes, as worn by the Kaiser, bespeaks the dandy, according to accepted capillary lore. The dandy of to-day is clean-shaven, in England at least. One cannot quite despise the type, with or without moustache. The Iron Duke said that his dandy officers wore his best, and it is certain that many forceful men—including the Kaiser—have a dash of this quality about them. It may be the outcome of a high standard of personal purity and a love of neatness amounting to an exquisite fastidiousness, and, after all, it is the antithesis of slovenliness, an unpardonable social crime. Untended hair, unbrushed, untrimmed, is not a letter of recommendation. It becomes an invitation to the owner takes it to a party. If he knows that he has a wish to please, and that in itself a discounting conveying his poor opinion of those present. Who would not prefer the dandy?

Nature knew what she was about when she bestowed upon man a growth of hair upon the upper lip. It is a protection against cold, against dust, against sand. Travellers, before setting out for Syria or the desert, grow their moustaches sufficiently long to defend their mouths in some degree against the admission of the burning sand. Workmen employed in grinding steel and iron find its protection, as well as frequenters of dusty roads. A long moustache acts as a guard between dust and lungs. Clergymen and singers find it useful as a protection to the bronchial organs.

If further argument were needed in building up a case for the moustache, let it be found in the valuable aid it lends to conversation. A more or less inane remark acquires meaning when accompanied by a slight but dexterous twist given to the points, and though so careless a gesture has never been accompanied by the question of questions, it is capable of much effect as ammunition in a *tit-a-tat* attack. Statistics, if procurable, might show whether the clean-shaven man is in a better position. He has less means for strategy, but his very helplessness may plead for him with his fair antagonist. One never can tell.



CATS AND PLAGUE.

The current number of the *British Medical Journal* contains an important article by Lieutenant-Colonel Andrew Buchanan, M.D., of the Indian Medical Service, on the importance of cat-keeping, in India and other plague-stricken countries, as a valuable defence against the disease. It is now well established that the rat is the chief or only source of the infective material of plague; and that the communication of this material to man is chiefly effected through the agency of the particular species of flea which lives upon the rat, and which, when driven from its natural host, is apt to transfer its attention to mankind. The cat is so completely the natural enemy of the rat that any great abundance of both is impossible; and hence the encouragement of the former is the most certain method of reducing the numbers of the latter.

The case is not as in England, where the prevailing form of rat, *Mus decumanus*, is a fierce and formidable animal, and where the great majority of cats, especially of such as discreetly cultivate friendship with the cook of the house to which they belong, would be likely to adopt the principles laid down by Dogberry in dealing with such an adversary. The Indian black rat, *Mus rattus*, is a much more easy prey, and the Indian cat, even when so far domesticated as to be attached to a dwelling, is accustomed to forage for itself. Colonel Buchanan describes an experiment in which he turned eight Indian cats and 17 Indian rats into a small room, and in which all the rats were killed in a few minutes, one extending up with four dead rats in its mouth, while another had three and another two. He lays stress upon the importance of requiring cats to be kept in the servants' quarters of an Indian house, and upon the importance also of preventing the accumulation of rubbish, empty boxes, or other materials behind which the rats would easily find shelter. In former publications on the subject he has given some striking examples of success in dealing with plague, or in keeping it away from places in the middle of infected districts, by systematic cat-keeping; and he quotes the late Professor Kitase as saying in a decided agreement with his views. He also attaches importance to the fact that the members of religions which object to the destruction of life who therefore will not kill rats themselves, have no objection to keeping cats for the purpose. On all these grounds he considers that cat-keeping in India should be systematically encouraged by the Government as a protection against plague, and he expresses an opinion that the worship of cats among the ancient Egyptians was probably a recognition of the utility for sanitary purposes.

The suggestions by Colonel Buchanan are simple and practical, and manifestly deserve the attention of the authorities.

The Glasgow Evening News had the following clever parody some time ago:—
To buy or not to buy—that is the question;
Whether 'tis nobler, poverty to suffer,
While others plunge, and make outrageous fortunes,
Or to take shares in hopeful rising rubbers,
And watch their price ascending. To buy—to sell—
No more; and having sold, to go and spend
The proceeds; then a thousand things that block
My path would vanish—'tis a speculation
I'm tempted much to risk. To buy—to sell—
To sell—perchance to lose—Ay, there's the rub.
For, on the Stock Exchange, what shares may boom
In mining, or in rubber, or in oil,
There's no one knows. What if the spec
Went wrong and someone told my wife!
How could I bear to shirk, time after time,
Her draper's bill, put off costamiers,
Refuse to buy her gloves, and long delay
Her spring, her perfume, and the dozens
Of patent trilles that a woman takes?
To dress herself and her appearance's sake
When she goes out? Who would charge her
bear
(As well as face up to an angry wife)?
But that the hope of making easy wealth—
For which one longs, when he from others learns
Of marvellous returns—makes him a fool?
I think I'd rather keep what cash I have
Than buy the shares that I know nothing of.
Thus married life makes cowards of us all;
And thus the pleasant thrill of speculation
Is sickled o'er with the grim dread of
what
Would happen if the flutter went away.
Yes, I will keep my money!

THE SPECULATOR'S SOLILOQUY.

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[ALL RIGHTS RESERVED.] LADY ETHEL'S EXPERIMENT.

BY
ARTHUR H. HENDERSON.

"That is the most remarkable way to apologise which I have ever heard of," said Lady Ethel Burward with a judicial tilt of her small head to one side. It was an undeniably pretty head crowned by a mass of soft fair hair escaping from a very becoming little hat.

The disparaged apology granted, and the girl watched him from beneath her down-drooped lashes. An absurd craving stormed at her heart that her companion would move aside the tressome table with the tea things, and come to sit close—quite close—to her instead. Such a desire was abnormal.

"You are my guardian, and you are just—horrid. Then you propose to abuse by going right away!"

Dick Eversley gazed doggedly out of the window. His eyes were very tired; there was despair in them. He felt that if he allowed himself to look at the small slender figure with her bewitching fun and feminine beauty he should lose control of his ideas. They were woefully inadequate to the situation already.

"Surely I am rich enough to marry who I please!" declared the lady with a breathless jerk. Her hearer sat up suddenly as if someone had struck him.

"I cannot imagine why you do not do it," he said coldly.

"I can," she murmured. She shot a swift glance at this sturdy form and tanned face. There were lines about the resolute mouth and the brown hair above the temples was tinged with grey. He had the air of a man who knew well the world and its ways, alike in pleasure and in toil. Someone had once described Eversley as a well-bred man who always smelt of the right kind of tobacco. But he was thirty-eight; and he felt it all when he realised what a chaos the future held for him with Ethel's comradeship withdrawn.

"Where is Lord Tremoil?" he suggested to her presently. "Or Jack Norris, or—"

"Oh, do stop!" she sighed helplessly. Both relapsed into meditation.

They two were sitting in a comfortable corner of the lounge of the Lord Warden Hotel at Dover. In the harbour among the craft at anchor lay the "Irene," Lady Ethel's smart little steam yacht. Her cruise had just ended for the season, the yachting party had separated, and the last two members of it were having a final tea ashore. An autumn fog was sealing up the Channel, and the dull waves splashed sulkily on the pebbles of the beach.

"It is so hard to be unattractive," Ethel began again sadly, stretching her glove across her knee and watching its surface against the white serge yachting frock she wore.

"Well, that can never be said of you," Eversley assured her.

"It seems I am to—just to one man," she whispered very low.

"Who is he?" demanded her guardian fiercely.

"As if I should tell you!" the girl cried in scorn at his masculine denunciations. "I believe if I did, you would go and bully him into marrying me whether he liked it or no."

"So I would," said Eversley with savage emphasis. He looked completely as if he meant it, and the girl gave a distressful little smile.

"And how am I to be sure whether I do want to marry a man till I have been engaged to him first?" she fenced with forlorn inconsequence.

This was baffling to the adviser.

"Listen!" Ethel checked the tale off on her tiny fingers. "Number One has fits of awful silliness and makes me laugh. Number Two is bald and his clothes don't fit him. Number Three can't ride, hates yachting, and has to sit at a dance because he is so fat and perspires dreadfully."

A perfect description—to the feminine mind," said Dick soberly. "And Lord Tremoil?"

"These are his flowers"—she nodded towards the table. "Shall I wear them?"

"It depends whether they suit the dress," Eversley told her.

"Lord Tremoil," she resumed after a minute's consideration, during which she showed no inclination for immediate floral adornment, "would not be so bad if it were not for his family. I think he likes me, though he has never told me so—exactly. But the Dowager is a vision of sin in silks and makes me shudder. Fancy her as a mother-in-law! And his sister—"

"Well?"

"Her style is flop," declared the critic impressively.

"You don't marry a fellow's relations," he opined on reflection.

"Oh, yes, you do." Plaintive disapproval contorted her dainty features. There was another pause.

"Have we always been good pals since we were small?"

"Rather!" His eyes lit with reminiscence.

"What a queer little mite you were, dear, I wish we were children again."

"And—and when father died, and left me all the money, and made you my guardian, why—why did you change so? You have never been the same since!" she cried.

"Never mind me," said Eversley grimly. "I'm poor, and I'm getting old. I have had my illusions, but they are better destroyed."

"Not they can be so well kept!"

Something in his last words caused the girl to shake herself with a wistful sort of impatience. A look of fixed resolve dawned in her face, a flash of daring amusement swept across it. Her plan was certainly—to put it with mildness—an experiment. And experiments are dangerous things!

She began to pull on her gloves abruptly. Her voice had an odd ring in it.

"Now Dick be good—for once! There is the skipper coming across the road. I want to give him instructions about housing the yacht at Southampton for the winter. She is leaving here to-night. Goodbye—for a while."

"And when shall I see you again?" demanded the individual who had recently announced that he was going away for ever.

"Oh, in London, sometime," she explained charmingly.

"You can't call, you know. But I shall be very busy with the shops and dressmakers. I must have a new frock. Going home after the summer is always an excuse for a new frock; that is what makes it so delightful. I love new frocks."

At this juncture the master mariner of the "Irene" appeared upon the scene. He was bluff and burly but otherwise neglected by nature. He also worshipped from afar.

Eversley departed, despondent. Once more the corner of the hotel lounge witnessed another argument protracted and prolonged. After the first fascinated amazement had been dispelled from the skipper's bewildered brain, he edged his thumbs into the armholes of his waistcoat, and decided that he had nothing in his vocabulary adequate to the case. His eyes waxed large and bulging; he took a long time to settle. Finally he jammed his hat on his head as if to make sure that it was still there, and accepted his orders with the appearance of mystified martyrdom which every plain woman must wear when manhood proposes and imperious maid-

hood disposes. His parting words were enigmatic:

"An' if he's violent?"

"I'll blow the whistle hard." She pursed up her lips in anticipation of her effort.

"You think there is no other way, my Lady?"

"I can't wait any longer. It is so bad—for him."

"And you are certain as he will take care of you?" contested the captain hotly.

"I know he loves me," Ethel said softly to the empty unheeding room. "But he is too poor and proud to ask."

The captain accompanied his mistress back to the yacht. On his return he remarked to the mate first that "there was a smattering of trouble in the wind," and secondly that despite his very considerable tonnage displacement "you could a knocked me flat with anything, smoke-like." But the urgency of his preparations bade him keep stability still.

Before leaving the hotel Lady Burward summoned a messenger or boy. She gave him a note—written curiously enough in the morning—and imparted unnecessarily oft-repeated injunctions as to its delivery. Then she gave a little laugh of rapturous relief, and the dusk of the September twilight closed thickly over Dover Bay. It was dark by the time Eversley came to puzzle over his letter.

It was dated from the Lord Warden; it was short. It explained that the writer had left a priceless parcel behind her on the yacht's saloon table; that she—on shore—was dying with concern for its safety. That the "Irene" was sailing immediately to pay off, and would Dick be so very kind as to go on board and fetch it for her at once. The note was signed "Yours—Ethel."

Dick would—forthwith. The ancient boatman, however, was difficult to hurry at the yacht was some way off shore. She was apparently about to get under weigh, as the smoke was rising from her funnel and the distant rattle of the capstan heaving on the mooring chain was borne across the water.

"Tis a wonder she'll be getting to sea to-night," opined the boatman rowing with maddening leisureliness. "Twill be rare an' thick by m'-bye."

He pointed to a blanket of white clammy fog drawing surely nearer. His conclusion was obvious.

A prolonged hail, however, failed to produce response. The boat lumbered alongside and Eversley sped quickly up the accommodation ladder and down the after companion way without meeting a soul. But directly his back was turned a muffled fire-engine emerged stealthily from the char. room, paid off the shore boatman with astounding liberality and then shoved his craft violently away from the yacht into the darkness.

Eversley switched on the cabin electric and shouted for the steward. No one came. No parcel was visible anywhere in the saloon. He tried the door of Lady Ethel's little stateroom; it was locked.

In his search he turned into another side cabin. At that precise moment someone extinguished the light, and a man's voice spoke loudly:

"Well, there ain't no call for to come in 'ere again. I'll fix up for the night."

The door leading deckwards slammed precipitately, and the key turned. Eversley rushed out frantically, and barked his shin against a chair. He said something from which in a cooler moment he would have refrained.

He tore at the door handle; it was fast. He banged on the panels; they were extremely hard and substantial. He kicked and he shoved; but, except for inflicting bruises on himself, he accomplished nothing.

The crew of course berthed forward, and, in the absence of passengers the after part of the vessel would be unused. It was a funny enough predicament, but it was also excessively annoying. He swore and shouted alternately, he raged and laughed by turns. From the commotion he made any listener within a considerable radius would have readily concluded that a very active prisoner was trying to get out. There must be somebody on deck. What deaf fools those fellows were!

Had he been able to be possessed of exact knowledge, and been able to see through the planking, he would have discovered that an awed form was crouching near at hand.

"It's 'im!" said the skipper briefly in his huskiest voice. "Mister Eversley right enough. Lord, what a noise he's making!"

The following performance from within lent undoubted truth to the comment. Then perplexity—and quiet—supervened.

"What's he after now?" queried the outsider in low curiosity. "An' why don't she come out?"

The soliloquist's face worked into an anxious grimace and he scratched his head.

As a matter of fact Eversley had climbed on to the saloon table and was wrestling angrily with the skylight fastenings. Suddenly he was conscious of vibration; the pulsed of the propeller throbbed into energy. The "Irene" was steaming seaward and the light on the Admiralty Pier blinked bluely astern.

The yacht's foghorn blared out into the gloom. Eversley wrenched open the small glass panel and roared. He was red in the face with his exertions. It is not a dignified position standing on a saloon table and craning your neck through a skylight combing.

He had turned the electric on again. A slight noise caused him to look down sharply. The door of Lady Ethel's sleeping cabin opened. Passed out the same time she inspected the table cloth with critical eyes.

"Your muddy boots are making a dreadful mess there. Hadn't you better come down?"

"But we're locked in," cried the astounded victim from on high.

"Are we? Oh, Dick!" A stranger would have believed her genuinely surprised.

"But what are you doing here at all?" demanded the yacht's owner with childish innocence.

"I've come to fetch your parcel."

"What parcel?"

At this Eversley descended slowly from his perch. Again the fog sirn interfered, hooting unmelodiously.

"Just think if anyone should find us aboard here alone!" cried Ethel electing to ignore references to parcels. "You must go ashore at once."

"But the yacht is at sea. She's on her way to Southampton!" Dick barked with consternation.

"Possibly that is so," conceded Ethel with unexpected meekness. She searched the back of her hair elaborately for errant pains.

"I can't get out!" Eversley assured her with tremendous earnestness.

"It is positively rule of you," protested the lady reprovingly, "to be in such a hurry to escape—from me. You weren't brought up well," she declared, aggrieved.

Feminine inconsistency could not be more exasperating.

"It is all so—so compromising for me," murmured Lady Ethel. "Why, Dick . . ."

Now what exactly would have happened in sequence to this avowal will never be known. It was here that the unexpected occurred in the experiment. The wildest plans of maiden scheming may be scattered—by the sea.

A startled shout of alarm rang out hoarsely on deck. The sharp ring of the engine-room telegraph reverberated from the bridge.

The yacht struck some object gratifyingly, and quivered from stem to stern with the blow.

There was one second of ominous silence. Then the crockery in the adjacent pantry crashed away with an appalling smash. Ethel gave a little frightened squeal and clutched desperately at Dick's arm.

His steady eyes blazed into fierce excitement. Very gently he loosened her small fingers and put her from him. Then he flung all his weight in one mighty heave against the door. Still it held.

The girl recovered herself directly. With a strong self-reliant jump she scrambled on to the lurching table. Unhappily of the scurry of feet coming aft to the rescue she raised the whistle in her clenched hand and blew it shrilly.

Next moment the door was flung wide by a scared steward, and Dick Eversley simply lifted the girl as she stood, and carried her on deck with a rush.

Here everyone seemed to be engaged in shouting on his own account.

The darkness was profound. In the fog the "Irene" had crashed into a large smack which was drifting helplessly on the windless tide. It was just possible to distinguish her shadowy hull through the gloom.

A succession of crisp instructions from the yacht's captain stilled the hubbub. A flare burst into brightness and illuminated the black water around.

The other craft was sinking, her quarter stove in by the yacht's steel prow. She rolled inert and lifeless, her slippery deck canting over slowly to starboard. Then her bow reared stiffly upwards until it was almost clear of the water; with a weird choking gurgle she went down. The waves swirled seething over her; a few bubbles flocked the foam; some old wreck floated away in the wash of the sea.

One of the smack's crew had sprung on the yacht at the moment of impact. Another had grasped at a delfly hung rope and was hauled up the side as if there were nothing in gravitation. But a third despairing fove bobbed white and drowning into the black of the night.

"E can't swim neither!" said the hopeless voice of one of his mates.

Eversley cast loose a lifebelt with cool promptness. He put his arm very firmly round Ethel, and then he kissed her solemnly full on her trembling mouth.

"Have courage, dear," he comforted; and next moment he had plunged overboard to the rescue. Both were lost to sight in the smother of the vaporous fog.

Would the eager yachtsmen never get their boat lifted from the checks, and swung between the davits! The girl clung to the side rail with numb hands and heaving breast. She had brought her lover to this—to lose him. The splash of the lifeboat into the water, the shouts of encouragement from the men pulling away, reached her ears indeed; but hideous terror of loneliness and fear drowned her brain. The yacht might sink as well for aught she cared. So long as Dick and she were not divided what did it matter what else befell?

The yacht, however, did not sink, though her overhanging stem was damaged above the waterline. Mercifully the sea was very smooth. Another flare was burnt, and keen eyes strove unceasingly to pierce the blinding mist.

Few people realise how difficult it is to keep an eye on a man overboard even in daylight. In the darkness nothing was to be seen; but faint bells carried distantly through the pall. Eversley was a brilliant swimmer; he had a lifebelt. Would that boat never return!

The lines of lighted portholes, and the flicker of the smoking flares threw long shadows of spectral radiance across the water. The yacht was whistling incessantly to indicate her position. To Ethel there came as never before the overwhelming need of every woman's life; the passionate need for the one man—one alone—who loved her, and whom she loved. He was in peril—and it was her doing that he was there!

With a queer little cry she ran aft. The boat was emerging from the obscurity astern, urged onward with all the vigour of stalwart straining men.

It sailed alongside the yacht. Flashing lanterns lit up the dark figures on the thwarts; wet forms were handed skilfully on board. Both Eversley and the fisherman were saved.

With redoubled caution the "Irene" proceeded under easy steam back to Dover. Acrimonious controversy broke out by the chart room.

"Ye yacht skipper's give me a pain inside o' me," announced the smack's master, after he had emptied the saltwater out of his mouth, and partaken freely of stronger liquid instead. His voice boomed vindictively the length of the vessel. "Mud dredgers is about your line!"

"The gold medals from the Humane Society as we've earned for savin' your blunderin' lives," was the growled rejoinder.

"Paddin' like a porpoise I've been, too! 'Tis the women aboard your fuddled steam paint-pots as misguides ye so shameful!" A girl who overheard in the distance flushed a rosy red.

"We'll get you ashore before the pats shut 'ys," said another voice soothingly. The argument amicably abated.

"Now, Ethel, confess the meaning of all these doings," said Eversley a little later. He had donned the skipper's Sunday suit, which gave him a shrunken appearance waistwards. The girl looked up at him sideways out of hot shining eyes. Yet there was a serene content behind them.

"A woman never confesses," said the representative of that sex oracularly.

Eversley resumed.

"It was an experiment," Lady Ethel remarked respectfully. "I didn't come off quite so—yet."

This explanation was mystifying. The soft colour was surging mutiniously again over her cheeks.

"Ethel—" he stepped towards her, but she avoided him with sudden adroitness.

"Don't you think me at all pretty?" she inquired plaintively.

There was something almost rough in his downcast answer—"She did not seem to mind."

"And I am hopelessly compromised." She reverted to her former complaint with a wail.

"Not it—" began Dick Eversley; and paused.

"Lord Tremoil—" Ethel read her companion's thoughts unerringly—"will have to marry that awful girl with the red hair now. He will be much nicer after being repulsed a sufficient number of times. Dick—"

"Yes?"

"What are we to do?" she insisted.

"Could you ever come to care for me, little girl?" he pleaded with a sudden hope.

Her heart gave a great jump; the experiment was ended. All at once he understood it.

"Do you really want to marry me?" she asked with a tremor in her voice which was very sweet to him. "Will you take the risk—some day?"

Then she added as she saw his face:

"Kiss me—stupid—quick!" How unappreciative men are!" she said seditiously.

One of Eversley's first gifts to his fiancée was a tiny golden whistle. She wears it on his bracelet round her wrist. She tells you that she won it—by experiment."

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See the ELLIMAN R.E.P. Booklet
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon, 3rd Sept.	See Special Advertisement.
KEELUNG, SHANGHAI, PUKOW, HANKOW, CHINWANTAO, MOJI, KOBE and YOKOHAMA	PALMA	4 P.M., 3rd Sept.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	About 8th Sept.	Freight and Passage.
SHANGHAI	DELHI	About 15th Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 3rd September, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 4th Sept, 4 P.M.
CHEFOO & NEWCHOW	"NANCHANG"	On 6th Sept, 4 P.M.
ILOILO & CEBU VIA AMOY	"SUNGKIANG"	On 6th Sept, 4 P.M.
MANILA	"TAMING"	On 6th Sept, 4 P.M.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
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STEAMSHIP	CAPTAIN	LEAVING.
"HAIYUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blaks Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

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ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th September

For further Particulars, apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 18th August, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, TSING- TAU, WEIHAIWEI & CHEFOO	"CHIPSING"	Saturday, 3rd Sept., Noon.
SHANGHAI, MOJI, KOBE and YOKOHAMA	"HANGSANG"	Friday, 9th Sept., Noon.
SHANGHAI, MOJI, KOBE and YOKOHAMA	"NAMSANG"	Friday, 9th Sept., Noon.
SHANGHAI, MOJI, KOBE and YOKOHAMA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed. day, 14th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

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HONGKONG, 3rd September, 1910.

GENERAL MANAGER

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.
RUBI	2540	B. Rodger	Manila	On 10th Sept., Noon.

For Freight or Passage apply to
Hongkong, 29th August, 1910.SHEWAN, TOMES & Co.
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NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	8th Sept.
S.S. C. FERD. LAEISZ	27th Sept.
S.S. ARMENIA	21st Oct.
S.S. SIBERIA	4th Nov.
S.S. SUEVIA	15th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

Further Particulars, apply to—

HOMEWARD.

For HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	7th Sept.
For HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	10th Sept.
For HAVRE, HAMBURG & ANTWERP:	S.S. LIBERIA	14th Sept.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	2nd Oct.
For MARSEILLES & HAMBURG:	S.S. AMBRIA	4th Oct.
For HAVRE & HAMBURG:	S.S. ALESIA	9th Oct.

Hongkong, 2nd September, 1910.

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S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KANAGAWA MARU Capt. C. H. Butler, 7,000		THURSDAY, 8th Sept., at 5 P.M.
	MIYAZAKI MARU Capt. T. Murai, 9,000		WED. DAY, 14th Sept., at Daylight
	KITANO MARU Capt. F. E. Cape, 9,000		WED. DAY, 28th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiortdahl, 7,000		SATURDAY, 10th Sept., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 13th Sept., at 4 P.M.
	SHINABA MARU Capt. K. Kawara, 7,000		TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino, 5,000		FRIDAY, 30th Sept., at Noon.
	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 28th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes, 5,000		TUESDAY, 6th September.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne, 6,000		WED. DAY, 14th September.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser, 7,000		THURSDAY, 15th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED. DAY, 28th Sept., at Noon.

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SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

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For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong, 1st August, 1910.

T. KUSUMOTO,
MANAGER.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

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FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED. DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED. DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed—Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 4th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED. DAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.
CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nanking KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

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1537

HONGKONG TIDE TABLE.									
From August 23rd to September 3rd, 1910.									
HIGH WATER.					LOW WATER.				
Day	Month	Hour	Height	Time	Day	Month	Hour	Height	Time
Sun.	28	10	10.15	10.15	Mon.	29	10	10.15	10.15
Mon.	29	10	10.15	10.15	Tues.	30	10	10.15	10.15
Tues.	30	10	10.15	10.15	Wed.	31	10	10.15	10.15
Wed.	31	10	10.15	10.15	Thurs.	1	10	10.15	10.15
Thurs.	1	10	10.15	10.15	Fri.	2	10	10.15	10.15
Fri.	2	10	10.15	10.15	Sat.	3	10	10.15	10.15
Sat.	3	10	10.15	10.15					

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 2nd.

	Previous Day	On Date	On Date
	21st	22nd	23rd
Barometer	29.67	29.67	29.68
Temperature	82	85	85
Humidity	83	79	77
Wind Direction	E	West	W
Force	2	1	1
Weather	c	o	o
Rain	—	—	—

Highest open air Temperature on 21st..... 86
Lowest open air Temperature on 1st..... 77

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HUGO C. A. FROMM,

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Asia	Saturday, 3rd, 9.00 A.M. (Registration with late fee of 10 cents, up to 9.30 A.M.)
SIBERIAN MAIL TO EUROPE		Registration, Kowloon B.O. 9.00 A.M. No late fee.
Manila, Swatow, Tsingtau, Weihaiwei, Chefoo and Tientsin	Zafro	Saturday, 3rd, 10.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Chipsing	Saturday, 3rd, 10.00 A.M.
Macao, Saigon	Aradia	Saturday, 3rd, 11.00 A.M.
Shanghai, SIBERIAN MAIL TO EUROPE		Saturday, 3rd, 1.15 P.M.
Swatow, Amoy and Tamsui, Singapore, Penang and Calcutta, Yokohama and Kobe, Batavia, Cheribon, Samarang Sourabaya and Macassar	Sui Tai	Saturday, 3rd, 3.00 P.M.
Swatow, Amoy and Foochow, Chefoo and Newchwang, Amoy, Iloilo and Cebu, Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma	Telemachus	Saturday, 3rd, 4.15 P.M. (Registration with late fee of 10 cents up to 5.00 P.M.)
Europe, &c., India via Tuticorin (Late Letters 11.00 A.M. to 11.50 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Loan	Sunday, 4th, 9.00 A.M.
Swatow, Amoy and Foochow, Manila, Angaur, Yap, Maroon, Friedrich Wilhelmshafen, Balaui, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Dafin Maru	Sunday, 4th, 9.00 A.M.
Europe, &c., India via Tuticorin (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	A. Apar	Sunday, 4th, 9.00 A.M.
Singapore, Penang and Calcutta, Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Tyalyap	Monday, 5th, 9.00 A.M.
	Tyalyap	Monday, 5th, 11.00 A.M.
	Haimun	Tuesday, 6th, 9.00 A.M.
	Nanchang	Tuesday, 6th, 3.00 P.M.
	Sungliang	Tuesday, 6th, 3.00 P.M.
	Taming	Tuesday, 6th, 3.00 P.M.
	Tasoma Maru	Wednesday, 7th, 10.00 A.M.
		Wednesday, 7th, 11.00 A.M.
		Wednesday, 7th, 1.00 P.M.
		Wednesday, 7th, 3.00 P.M.
		Friday, 9th, 5.00 P.M.
		Saturday, 10th, 11.00 A.M.
		Monday, 12th, 11.00 A.M.
		Tuesday, 13th, 9.00 A.M.
		Tuesday, 13th, 1.00 P.M.
		Registration, Kowloon B.O. 10.00 A.M. No late fee.
		Letters, 11.00 A.M.
		Wednesday, 14th, 11.00 A.M.
		Saturday, 17th, 10.00 A.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate lace.

THE MASTER can iron his own ties.

THE AMAN can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires.

HEALTHY because you dispense with the necessary for stifling fires, and in the height of summer ironing can be carried on in PERFECT COMFORT without inhaling the poisonous fumes given off by gas or charcoal irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

Electrical Engineers,
14, DES VOGES ROAD CENTRAL, HONGKONG.

STEAMERS PASSED THE CANAL

August 31st—Bloomington, Glenora, Albia, 12th—Benedict, Nore, Feb. 1st, Tonkin, 16th—Benedict, Dorfinger, Plinius, Juvicyda. Delayed through mutilation, Pakhan, 19th—Hirano Maru, Pembroke, Prometheus, Tranquebar, Yarra. 19th—Delayed through mutilation, Tonkin. 25th—Indragama, Inyerkak. 26th—Alcinous, C. Ford, Lancia, Hudson, Ernest Simons, Kaison, Nippon, Palawan, Sthonia, Amiral Eschmann, Indragoda, 30th—Benedict, Prins Eitel Friedrich, Somali, Sejo Maru, Wjyara.

ARRIVALS AT HOME

Aug. 29th—Malla. 30th—Erasmus Frans Ferdinand, African Prince, Luciova.

Quotations are:—

	September 2nd
Malwa New	... \$1,840/388 per picul
Malwa Old	... \$1,890/1,920
Malwa Older	... \$1,930/1,960
Malwa V. Old	... \$1,970/2,000
Persian fine quality	... \$1,400/1,500
Persian extra fine	... \$1,900
Persian New	... \$1,975 per chest.
Persian Old	... \$1,850
Bonares New	... \$1,850
Bonares Old	... \$1,850

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 2ND, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, buyers
National Bank of China, Limited	99,925	27	26	\$76, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8, sellers
China Bank, Limited	60,000	112	112	\$84, buyers
China Light and Power Company, Limited	50,000	110	110	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	11	11	\$1, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110
Hongkong Cotton Spinning Co., Ltd.	125,000	110	110	\$5
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, LIMITED	40,000	77 1/2	76	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	350	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	350	all	\$50 1/2, sales
New Amoy Dock Co., Limited	10,000	364	364	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 113, x. div.
KEWICK & CO., LIMITED	18,000	225	225	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	110	110	\$5, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	410	all	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	410	all	\$20, buyers
HONGKONG HOTEL COMPANY, LIMITED	6,000	350 1/2	350 1/2	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	5,000	225	all	\$135, sales
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	110	all	\$21
HONGKONG SOUTH CHINA STEAMSHIP CO., LTD.	16,000	110	110	\$7, nominal
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	250	250	\$172 1/2, buyers
China Fire Insurance Co., Limited	20,000	100	100	\$113, buyers
China Traders Insurance Co., Limited	24,000	883.33	883.33	\$874
Hongkong Fire Insurance Co., Limited	8,500	250	250	\$342 1/2, buyers
North-China Insurance Co., Limited	10,000	215	215	Tls. 115, buyers
Union Insurance Society, Limited	12,400	250	250	\$355, sellers
Yangtze Insurance Association, Limited	12,000	100	100	\$200
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	100	100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	110	all	\$8, sales
Kowloon Land and Building Co., Ltd.	6,000	50	50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	50	50	\$39
MINING.				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	all	\$720
Raub Australian Gold Mining Co., Ltd.	200,000	21	21	\$74
PEAK TRAMWAYS CO., LIMITED	25,000	110	all	\$14, sellers
PHILIPPINE CO., LIMITED	50,000	110	110	\$12, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	100	all	\$160, x.d. sellers
Luon Sugar Refining Co., Limited	7,000	100	all	\$26, sellers
ROBINSON PIANO CO., LIMITED	4,000	50	50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	225	225	\$11, sellers
Douglas Steamship Co., Limited	20,000	850	all	\$27, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	115	115	\$35, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	60, sell. Lidon
Shell Transport & Trading Co., Limited	2,000,000	21	21	89/-
Star Ferry Company, Limited	10,000	110	110	\$124, sellers
South China Morning Post, Limited	6,000	225	225	\$12, sellers
Steam Laundry Company, Limited	20,000	55	55	\$52, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	110	all	\$10
Wm. Powell, Limited	15,000	57	57	\$2, sellers
Watkins, Limited	10,000	110	110	\$3
A. E. Watson & Co., Limited	90,000	110	110	\$34
Weissmann, Limited	3,000	110	110	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only	110	110	\$11, sellers
Union Waterboat Co., Limited	100 shares	110	110	\$8, buyers
RUBBERS.				
Allagars	—	—	—	6/-
Anglo-Malays	—	—	—	25/-
Balgowries	—	—	—	\$14 (Sta.)
Batu Tiges	—	—	—	100/-
Bukit Kajangs	—	—	—	63/6
Castelfields, fully paid	—	—	—	120/-
Cheviots	—	—	—	17/6 prem.
Eastern and International	—	—	—	115/-
Highlands and Lowlands	—	—	—	6/5 prem.
Kanunings	—	—	—	—
Kuala Lumpur	—	—	—	—
Labus	—	—	—	—
Ledbury's	—	—	—	90/-
Linggis	—	—	—	54/-
London Asiatics	—	—	—	12/3
London Ventures	—	—	—	6/6
Merlemaus	—	—	—	7/6
Pegohs	—	—	—	\$28 (Sta.)
Sandycrofts	—	—	—	\$51, x. div. (Sta.)
Sapongs	—	—	—	27/6
Shelfords	—	—	—	72/6
Singapore and Johore	—	—	—	\$14 (Sta.)
Sunstar Pans	—	—	—	13/-
Sungai-Kapars	—	—	—	—
United Serangs	—	—	—	117/6

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7% p. annum	Per.

VERNON & SMYTH, Share-Brokers.

CROSSLEY BROTHERS, LTD. OPENSRAW, MANCHESTER.

MAKERS OF:

GAS & OIL ENGINES, MARINE ENGINES, MOTORS & MOTOR CARS.

GAS PLANTS FOR POWER AND HEATING PURPOSES, TO WORK WITH ALL KINDS OF FUEL SUCTION AND PRESSURE SYSTEMS.

AMMONIA RECOVERY PLANTS, &c.

AGENTS FOR HONGKONG & SOUTH CHINA: **W. R. LOXLEY & CO.,** YORK BUILDING.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th June, 1910.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 35, Hapshong Road.

Messrs. HUNG CHEONG, Hapshong Road.

Mr. AH YAU, Hongkong Ferry Wharf Stall.

SIEMSEN & CO.,

Machinery Dept.

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The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY REDUCED PRICES.

THE F. G. L. METAL FILAMENT LAMPS—

Save 75 per cent. current over carbon filament lamps.

ARE THE CHEAPEST AND BEST IN THE MARKET.

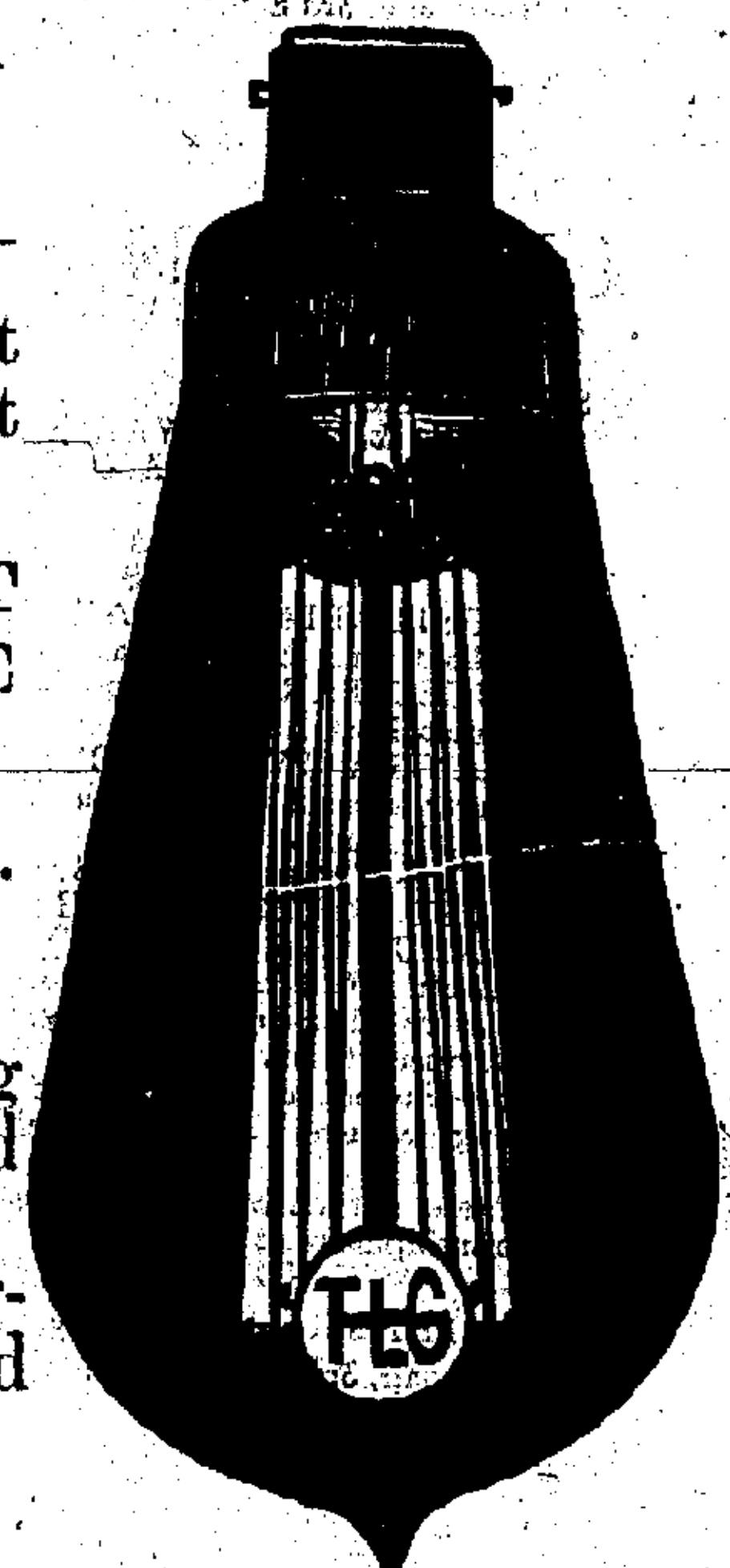
Give agreeable white light. Little risk of breakage. Life 2000-3000 hours.

Great constancy of lighting during the whole period of burning.

Small pleasing forms, pear-shaped, plain or frosted glass.

Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are advised to keep a record of these numbers, in order to prevent substitution of broken for sound lamps.



TO-DAY
11 A.M.—Auction of Wines and Spirits at Sales Rooms, by Mr. Geo. P. Lammet.
9 P.M.—Boxing at City Hall.

PORTHCOMING EVENTS.
Monday, 5th Sept.—Auction of Crown Land at Public Works Dept., 5 P.M.
Wednesday, 7th Sept.—Warwick Major's Comedy Co. at Theatre Royal, 9 P.M.
Thursday, 8th Sept.—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammet, Noon.
Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.
Friday, 30th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 2nd.

ON LONDON:—		
Telegraphic Transfer	109 1/2	
Bank Bills, on demand	109 1/2	
Bank Bills, at 30 days' sight	109 1/2	
Bank Bills, at 4 months' sight	109 1/2	
Credits, at 4 months' sight	109 1/2	
Documentary Bills 4 months' sight	110	
ON PARIS:—		
Bank Bills, on demand	226	
Credits, at 4 months' sight	230	
ON GERMANY:—		
On demand	183	
ON NEW YORK:—		
Bank Bills, on demand	43 1/2	
Credits, at 60 days' sight	44 1/2	
ON BOMBAY:—		
Telegraphic Transfer	133 1/2	
Bank, on demand	133 1/2	
ON CALCUTTA:—		
Telegraphic Transfer	133 1/2	
Bank, on demand	133 1/2	
ON SHANGHAI:—		
Bank, at sight	74 1/2	
Private, 30 days' sight	75 1/2	
ON YOKOHAMA:—		
On demand	87 1/2	
ON MANILA:—	On demand—Pesos	87 1/2
ON SINGAPORE:—	On demand	76 1/2
ON BATAVIA:—	On demand	107 1/2
ON HONGKONG:—	On demand	13 1/2
ON SAIGON:—	On demand	13 1/2
ON BANGKOK:—	On demand	86 1/2
SUBSIDIES, Bank's Buying Rate	\$11.10	
GOLD LEAF, 100 fine, per tael	\$58.30	
BAR SILVER, per oz.	24 1/2	

SUBSIDY COINS.

Chinese	20 cents pieces	\$4.65 discount
Chinese	10 "	\$5.88
Hongkong	20 "	\$3.95
Hongkong	10 "	\$4.35

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